FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX" Regd - and be safe

THE SPHERE, JULY 9, 1949
With which is incorporated "BLACK & WHITE" 2/-

THE SPHERE

Vol. CXCVIII No. 2579 WITH WHICH IS INCORPORATED THE GRAPHIC JULY 9 1949

KING SIX CIGARS
1/7 each
MADE BY J. R. FREEMAN & SON, LTD.
The quantity available for distribution is still, unfortunately, insufficient to meet demands.
MAKERS OF FINE CIGARS SINCE 1839

McVITIE & PRICE
Biscuits of Highest Quality
EDINBURGH • LONDON • MANCHESTER

PADDY
OLD IRISH WHISKY
London Agents
Coverdale & Co. Ltd., London House, 3 New London St., London, E.C.3.

THE ARISTOCRAT OF LIQUEURS
Drambuie
THE DRAMBUIE LIQUEUR CO., LTD., 12, YORK PLACE, EDINBURGH
Limited supplies are distributed as fairly as possible.

By Appointment Table Salt Manufacturers
Cerebos
The salt of a century

TENNENT'S LAGER
TRADE MARK
– Enjoyed the world o'er –
BEER AT ITS BEST

BY APPOINTMENT TO H·M·THE KING
Red Hackle
DE LUXE SCOTCH WHISKY
PROPRIETORS Hepburn & Ross GLASGOW

By Appointment Cyder Makers to H.M. KING GEORGE VI H.M. QUEEN MARY
William Gaymer & Son Ltd., Attleborough & London
Gaymer's CYDER
Available in U.S.A. from GREIG LAWRENCE & HOYT LTD · NEW YORK
Famous for over 300 years

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1

PRICE TWO SHILLINGS
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM
Office : Commonwealth House, 1, New Oxford Street, London, W.C.1

The clouds like galleons overhead — the grass like velvet underfoot. The crisp, satiny coats of the horses — the bright splendour of the jockeys' silk. Off at ten past three . . . and home at 20 to 1. And for perfection, one thing more . . .

NUMBER SEVEN

Fine "Virginia" Cigarettes 20 for 3/10

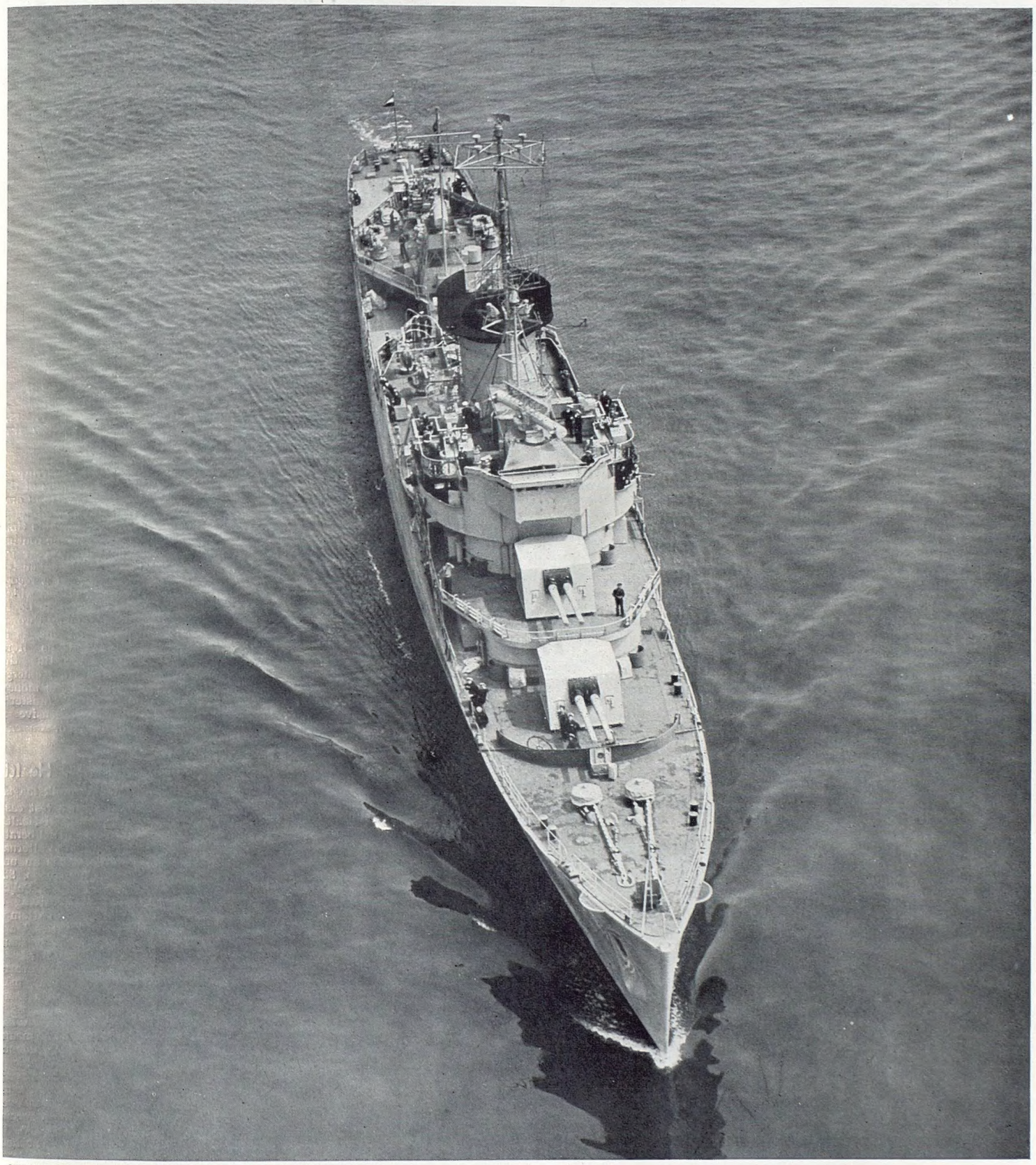
ALSO *Abdulla Turkish and Egyptian*

ABDULLA & CO. LTD · 173 NEW BOND STREET · LONDON · W.1

Volume CXCVIII No. 2579 The SPHERE London, July 9, 1949

THE SPHERE
With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly



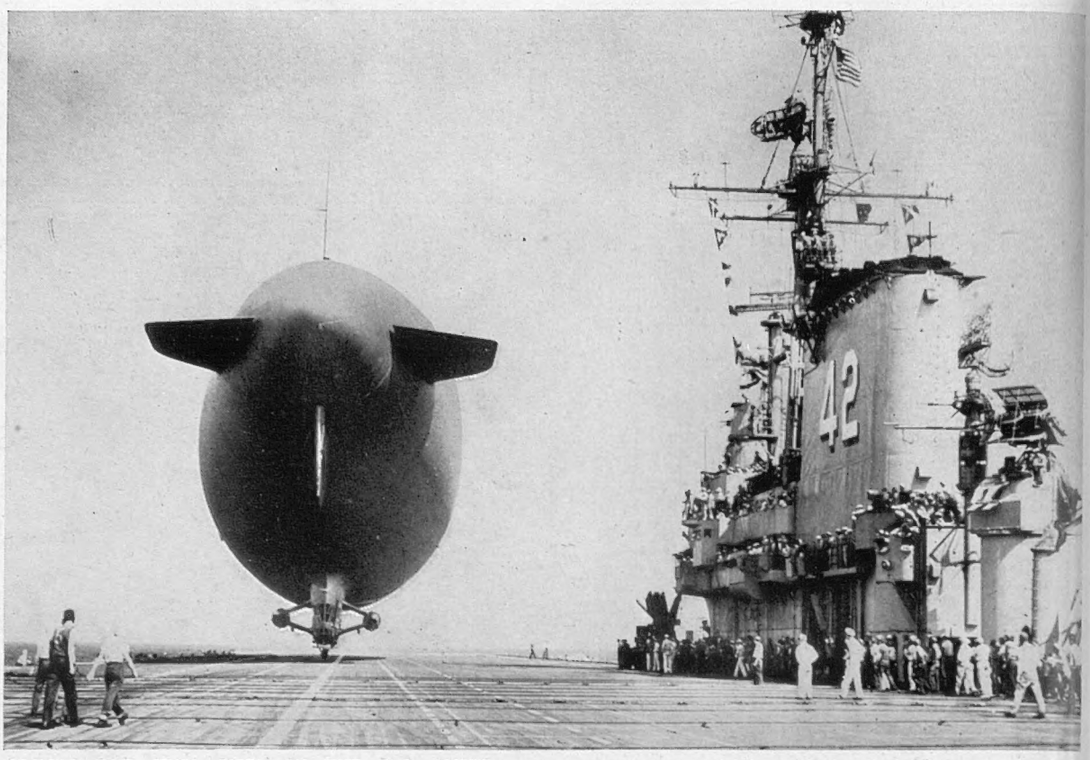
STEAMING TO JOIN THE WESTERN UNION NAVIES—THE 4,200-TON CRUISER "TROMP," OF THE ROYAL NETHERLANDS NAVY, SEEN OFF DUNGENESS AS SHE LED THE DUTCH FLEET TO THE RENDEZVOUS IN MOUNT'S BAY: About 100 ships of the British, French, Belgian and Netherlands Navies forgathered last week-end before taking part in this week's exercises in the Bay of Biscay. The "Tromp," completed in Amsterdam in 1938, carries six 5·9-in. guns

The Four-Power naval exercises in the Bay of Biscay, combined peace-time manœuvres without historical parallel, were preceded last week-end by a great gathering on the sunlit waters of Mount's Bay, off Penzance. The arrival of the French cruiser *Montcalm* and the Netherlands cruiser *Tromp* was marked by 21-gun salutes to Britain from these warships. Thousands of holiday-makers in Mount's Bay watched the gathering of the warships of four nations, and by last Friday no fewer than sixty units were already assembled, ranging in size from the 35,000-ton battleship *Anson* to destroyers and escort vessels. The manœuvres, which Field Marshal Montgomery, chairman of the Western Union C.s-in-C. Committee, arranged to watch from the flagship *Prince Bernhard of the Netherlands*, took the form of simple exercises designed to test the communications of the combined fleets and methods of co-operation in protecting convoys from submarine and air attack. (Further pictures of the assembling warships will be found on page 39 of this issue)

Postage—Inland, 2d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.



BLIMPS ARE STILL USED IN THE U.S. NAVY—A RECONNAISSANCE AIRCRAFT ABOUT TO TAKE OFF FROM THE DECK OF THE U.S. CARRIER "FRANKLIN D. ROOSEVELT": The operation took place during exercises off Norfolk, Virginia, attended by the Secretary of the Navy. Blimps have a special importance in modern warfare as submarine spotters, especially now that submarines, equipped with the Schnorkel breathing device, are able to remain below the surface for long periods at a time, thus adding vastly to their ability to effect surprise

The Things They Say.—

Almost every political speech of late and henceforth to the General Election made in or out of Parliament, is and will be addressed to the task of persuading the voters. To that end, we may be sure that all sense of proportion, and even of humour, will be sacrificed. There will be no half-tones, there will be nothing but black and white, devils or angels. We are probably easy meat for the political, as we are for the racecourse three-card-trick man. You pay your money and you take your choice—and probably lose. "Labour believes in blinkers for the public. The Socialist Government knows best what is good for Britain. Did you ever hear such arrogant nonsense? Would any of our forefathers have put up with the treatment you have received from Whitehall?" Thus Mr. Bracken at Oxted. At the same moment, on the buzz-box, Mr. Morgan Phillips, secretary of the Labour Party, in the sorriest of all the sorry political party broadcasts, gloried in the fact that Government policy under Socialism is settled by the free vote of 5,000,000 party-members, while under Conservative rule, everything is settled by a single leader whose word is law and that word to date unspoken. I agree with Mr. Bracken that the Socialist leaders who "believe in Britain" take a pretty cynical view of British intelligence. I agree too with Mr. Bracken that our forefathers—our fathers—would never have put up with the treatment which we receive every day from Whitehall and that something has gone out of the spirit of Britain (with the regimentation of two world wars and the disappearance of beef and beer). But any politician who abandons all sense of proportion and admits only angels and devils on the political stage, reveals his contempt for our intelligence, and so long as we listen to him seriously we admit the justice of his judgment. We are pigeons fit to be plucked. The prospect before us is gloomy enough. We are to listen to this nonsense for a full year. "Do they think we can listen all day to such stuff?"

Dollar Gap.—

The dollar trade gap is widening, not narrowing, and Britain faces a new economic threat. I have no political economist or master of finance in my neighbourhood, and it is too hot to think things out for myself, even if I could. But I note the alarming fall in the value of those Government securities which represent our patriotic savings. The dollar gap is bound up with exports and imports, as I understand it. If we could export to the dollar countries a great deal more than we import from them, the gap would close and we should be standing on our own legs by the time United States charity dries up. But markets for our goods are harder to come by in the dollar countries and the gap is not closing. That is perhaps more or less the truth in baby language. But what I don't rightly know is whether our efforts to close the dollar gap can be influenced for good or ill by the amount of money we spend at home on Government and social services and, indeed, on even more immediately vital national needs. Would this dollar headache ease if we cut Government expenditure at home? I imagine it would. It seems to me that a dollar gap is a debt And if I, an individual, owe money to my baker, butcher and banker, all my debts must be taken into consideration to show me how near I am to bankruptcy. If I find myself on the verge, I stave it off by cutting my expenditure *wherever* I can. So, it seems to me, if a nation is really like an individual in the matter of bankruptcy, a cut in Government expenditure would directly or indirectly stave off ruin by so much. Quite obviously, the parallel between a State and an individual is moonshine and my nursery argument a fallacy. Our Government may be composed of some clever and some mediocre men, but it is not made up of half-wits and cretins. For, look where I will, from parish pump to Whitehall, I see nothing but a steady increase in expenditure. Our system of Government is complicated to a degree. We are governed largely by committees, three-quarters of whose members are redundant. Half the committees themselves are redundant, at any rate unjustifiable in a nation on the verge of bankruptcy. I myself sit on one. I estimate that it costs the ratepayers in postage, printing, salaries and so on £1,000 a year at least. There are twenty-five members, and all the work is "handed back" to a sub-committee of three. The other twenty-two receive an allowance of petrol to attend it. Some come 30 miles. The whole business could be equally well "done," so far as the twenty-two are concerned, by sending them a quarterly typed report of the sub-committee's doings. In fact, we rival Whitehall in the splendour and elaboration of our absurd equipage of government, which is utterly unjustifiable in our present crisis.

N.U.R. and Public.—

The N.U.R., by every means constitutional or no, are pressing for an all-round increase in wages which the men, their leaders, the Government and the public, are all perfectly aware cannot possibly be met. £25,000,000 a year is the cost of the increase demanded, and the money, or a tithe of it, is not there in the industry. It is accepted that there are many hard cases among the poorer-paid workers with families, and there is machinery always available for righting these grievances at a cost of about one-fifth of that involved in the general increase claim—a relief, indeed, which could be met from funds outside what at the moment is a bankrupt concern. But Mr. Figgins chooses at this juncture a "head-on collision" with the State, the Executive and the public. We should all of us welcome a rise in income. Our nation to-day is sharply divided into two nations—those who believe that there are rabbits to be extracted from an empty top-hat and those who accept it that there are not. And whether the top-hat be called the Treasury of British Railways or the National Treasury, faith in the conjuror's ability to do the trick, if he is kicked hard enough in the pants, persists. And that is why the lot of a British Premier to-day has my sympathy, even acknowledging that he has greatly contributed to his trouble by his prestidigitation boasts.

Civil Service and Politics.—

In 1935 there were 335,000 non-industrial and 125,000 industrial Civil Servants. To-day there are 700,000 and 400,000 respectively. The numbers have much more than doubled. In 1935, 200,000 out of 450,000 Civil Servants were entitled to stand for Parliament. The Masterman Commission, now published and accepted by the Government, will entitle 666,000 Civil Servants to stand as candidates without resignation and with a month's special leave for the wooing of the constituency. The remaining 500,000 will still be debarred from standing for Parliament. These are roughly the higher or "white-collar" grades, administrative, professional scientific, technical, clerical and typing. These grades must also refrain from "party" speeches even at Staff conferences. The enormous increase in Civil Servants no doubt justified an attempt to reduce to a minimum this great slice of the better-educated population debarred from a political career. Yet I doubt if the enfranchised 666,000 will in any given year secure six nominations in the constituencies. As for the unenfranchised 500,000, I doubt if anyone seriously contends that, except in exceptional circumstances, the right to stand should now be conceded them. It is against the whole spirit of the Civil Service. A political Civil Service in this country, once accepted for the higher grades, would soon enough destroy its still high reputation for impartiality, and at a very ticklish time.

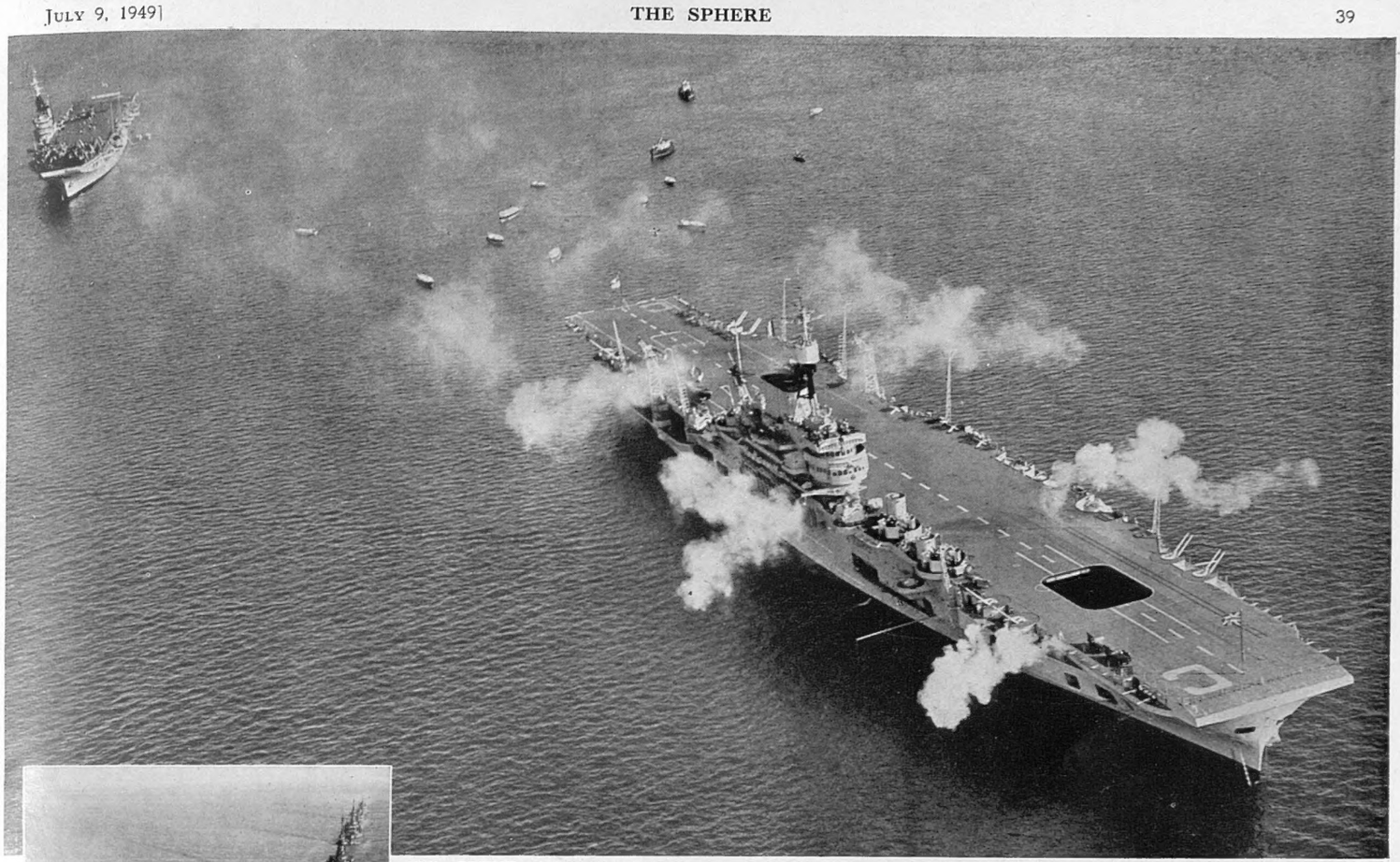
An Umbrella Wound Up.—

The Local Boundary Act (1945) is repealed. The Local Government Boundary Commission is wound up. Mr. Bevan thanked Sir Malcolm Eve and his fellows for all their hard work and "valuable reports." These would be put in pigeon-holes. The terms of reference under which this Commission worked doomed it to failure from the start. The Commission recognised it and said so. Nothing could be done and they worked on. The Commission (Royal, Government or Special) is the time-honoured umbrella of government; it is the expedient for passing the buck or baby, for deferring a difficult decision. Eight-tenths of the recommendations of the last 100 Commissions gather dust in pigeon-holes. All cost money and the valuable time of useful, busy men. So do the routine committees which sit daily year in, year out, to bungle along the expensive equipage of government. If a recognisable fraction of the decisions which they reach, reached the Statute Book, we might say that the money thrown away on them was well spent, as it in some sort preserved us from totalitarian dictatorship. But the recognisable fraction does not emerge on the Statute Book and the money is thrown away. The Minister's umbrella is far more expensive a luxury than he deserves or we can afford.

Hard Cases Under Health Contribution.—

A Suffolk magistrate was heavily fined in a test case for failure to pay his National Health contribution. It was a deliberate refusal and the Bench had no alternative but to fine him. He is an unemployed man, liable to pay 4s. 8d. a week, and is a retired Indian Police officer, aged fifty-seven, receiving a pension. His "revolt" was an attempt to champion the "over-sixties," apparently. The case of many of them under the scheme is bitterly hard. A self-employed man, who may be earning no more than £200 a year, may have no other resources than a small pension, is compelled to pay 6s. 2d. a week until he is sixty-five. What benefits he may receive are by no means clear or alluring. £16 a year is a hideous slice out of a cake of a total value of perhaps £500 or less, where every penny counts. I feel the deepest sympathy with such a man who is over sixty. He is, in fact, paying a special levy which may amount to £80, to help finance a scheme to benefit others than himself and he might at least have been specially reserved when the Act was in Bill form for special consideration on a means test in very hard cases. It is in my mind also that a few sixty-three-year-olds have actually found ways of "contracting out." In other words, that not every one over sixty *is* paying this special levy. I wish I could speak with greater certainty on these last two points. I have no doubt that when the measure was debated, something was said about the probability of hard cases in this group.

THE OLD STAGER



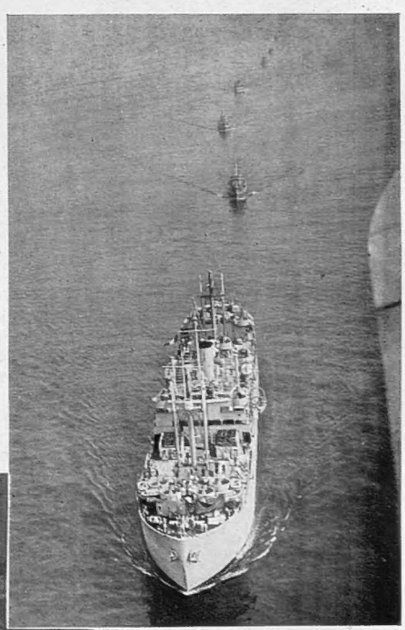
THE BRITISH FLAGSHIP SALUTES THE ARRIVAL OF THE FRENCH UNITS: The aircraft-carrier "Implacable" (of 23,000 tons), in which Admiral Sir Rhoderick McGrigor, C.-in-C. of the Home Fleet, wore his flag, firing a salute in honour of the French cruiser "Montcalm," on her arrival at Mount's Bay with other French warships

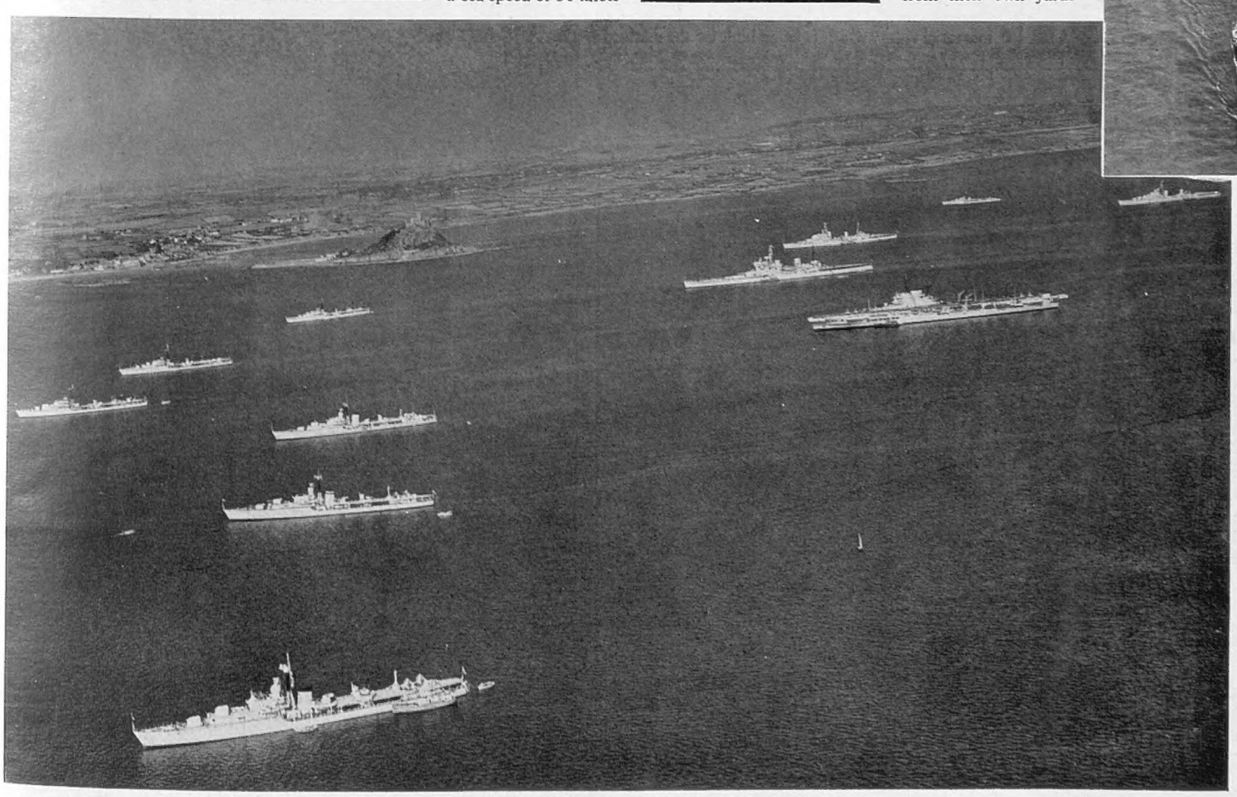
WITH THE 4-POWER FLEETS

The Western Union Navies In Mount's Bay

On left — **THE FRENCH CRUISER "MONTCALM" LEADS THE FRENCH NAVAL UNITS INTO MOUNT'S BAY, WHERE THE WARSHIPS OF THE WESTERN UNION ASSEMBLED BEFORE THEIR EXERCISE IN THE BAY OF BISCAY:** The *Montcalm*, which is characterised by a long quarterdeck, was completed two years before the war. Her sister-ships are the *Gloire* and the *Georges Leygues*. On her trials the *Montcalm* achieved 35·7 knots, and she has a sea speed of 30 knots

On right — **THE DUTCH REPAIR SHIP "VULKAAN":** The 9,000-ton vessel followed by minesweepers as units of the Royal Netherlands Navy sailed down-Channel towards Mount's Bay, the meeting-point of the Western Union Fleets. The *Vulkaan* (ex-H.M.S. *Beachy Head*) was built at Vancouver and lent from the Royal Navy to the Royal Netherlands Navy in 1947. The Dutch, it is understood, have already ordered a repair ship from their own yards





On left — **AT ANCHOR OFF ST. MICHAEL'S MOUNT: Units of the Western Union Navies in Mount's Bay. British ships of the Royal Navy largely dominate this picture. The carrier in the middle distance on the right gives the appearance of being the "Implacable," which fired a salute when the French, Dutch and Belgian units appeared upon the scene. A warm welcome awaited 20,000 officers and men of the combined fleets in Penzance. The streets of the little seaport town were hung with flags and bunting, and many shop windows displayed a notice printed in four languages, welcoming "the Western Union Fleet"**

NOTTINGHAM DANCES FOR THE PRINCESS AND THE DUKE

Some Highlights of the Three-day Tour of the North Midlands

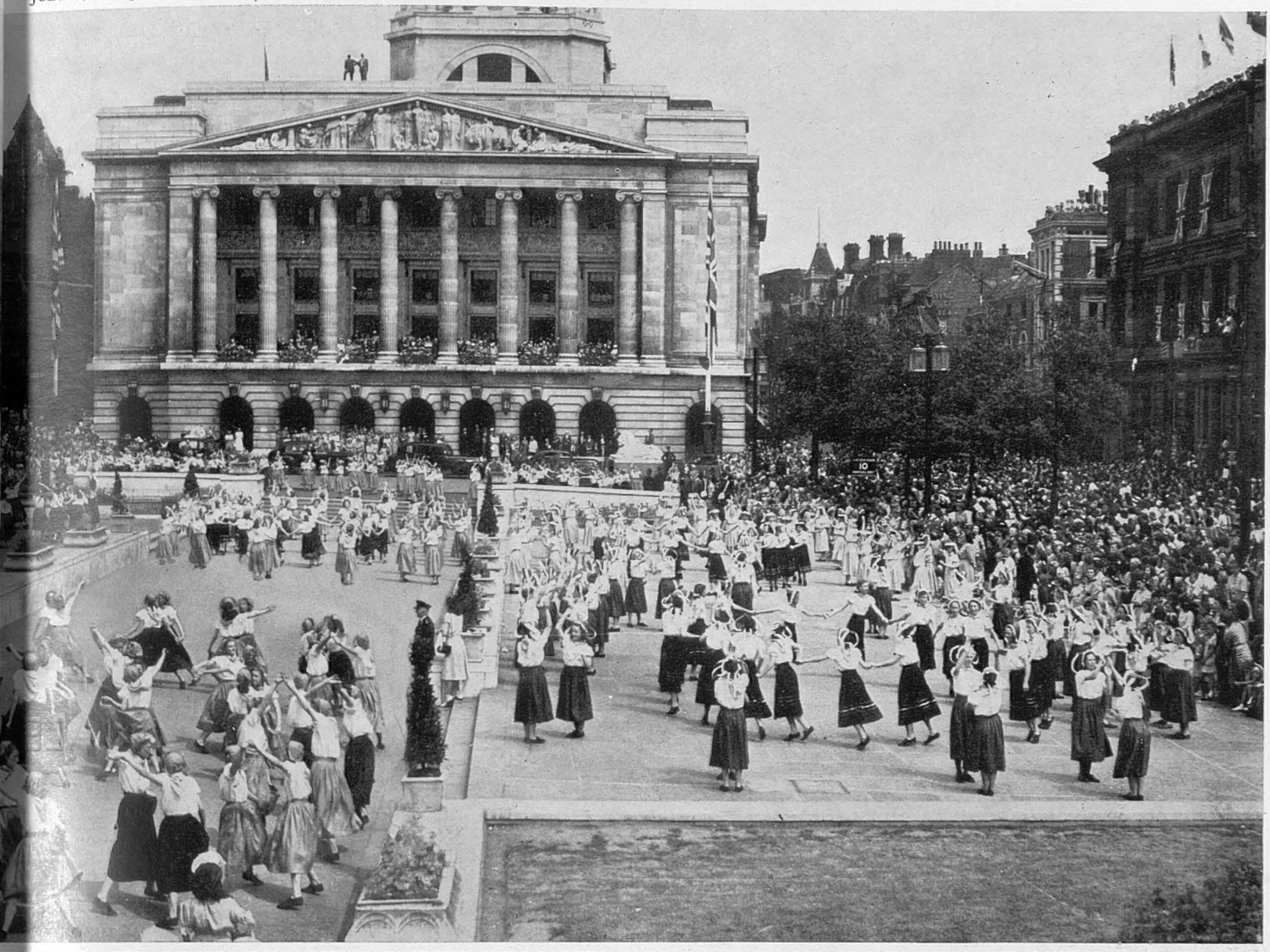
THE PRINCESS LAYS A FOUNDATION-STONE AT HARLOW WOOD, NEAR MANSFIELD: Her Royal Highness at the Portland Training College for the Disabled. After the stone had been laid, Winifred, Duchess of Portland, who has been largely responsible for the provision of the College, presented an old silver trinket-box to Princess Elizabeth and then asked her to accept a Georgian silver mug, dated 1718, on behalf of Prince Charles

Nottingham's Quincentenary celebrations reached their height with the visit of Princess Elizabeth and the Duke of Edinburgh, and the dancing in the city's main square provided an unforgettable sight on a day of gorgeous sunshine. Altogether the Princess and the Duke spent three days on their tour of the North Midlands, visiting Derby, Macclesfield and Mansfield, in addition to Nottingham. At Derby the Princess visited the Royal Crown Derby china works and the Duke went to the Rolls-Royce factory, where he was later joined by the Princess. Together they both viewed Hugh Easton's window commemorating the Battle of Britain pilots. At Allenton village, near Derby, the Princess and the Duke took part in the dedication of the war memorial village which is being built for the disabled

A VISIT TO HURDSFIELD MILLS, MACCLESFIELD: Princess Elizabeth and the Duke of Edinburgh escorted by the Mayor of Macclesfield and the Earl of Rothes, chairman of Brocklehurst-Whiston, through the weaving-room. Macclesfield is a silk, nylon and rayon centre

THE PARADE OF THE NOTTINGHAM BELLES: Some of the 450 schoolgirls who combined to give such a superb dancing display of the Nottingham Council House and in the presence of the Royal

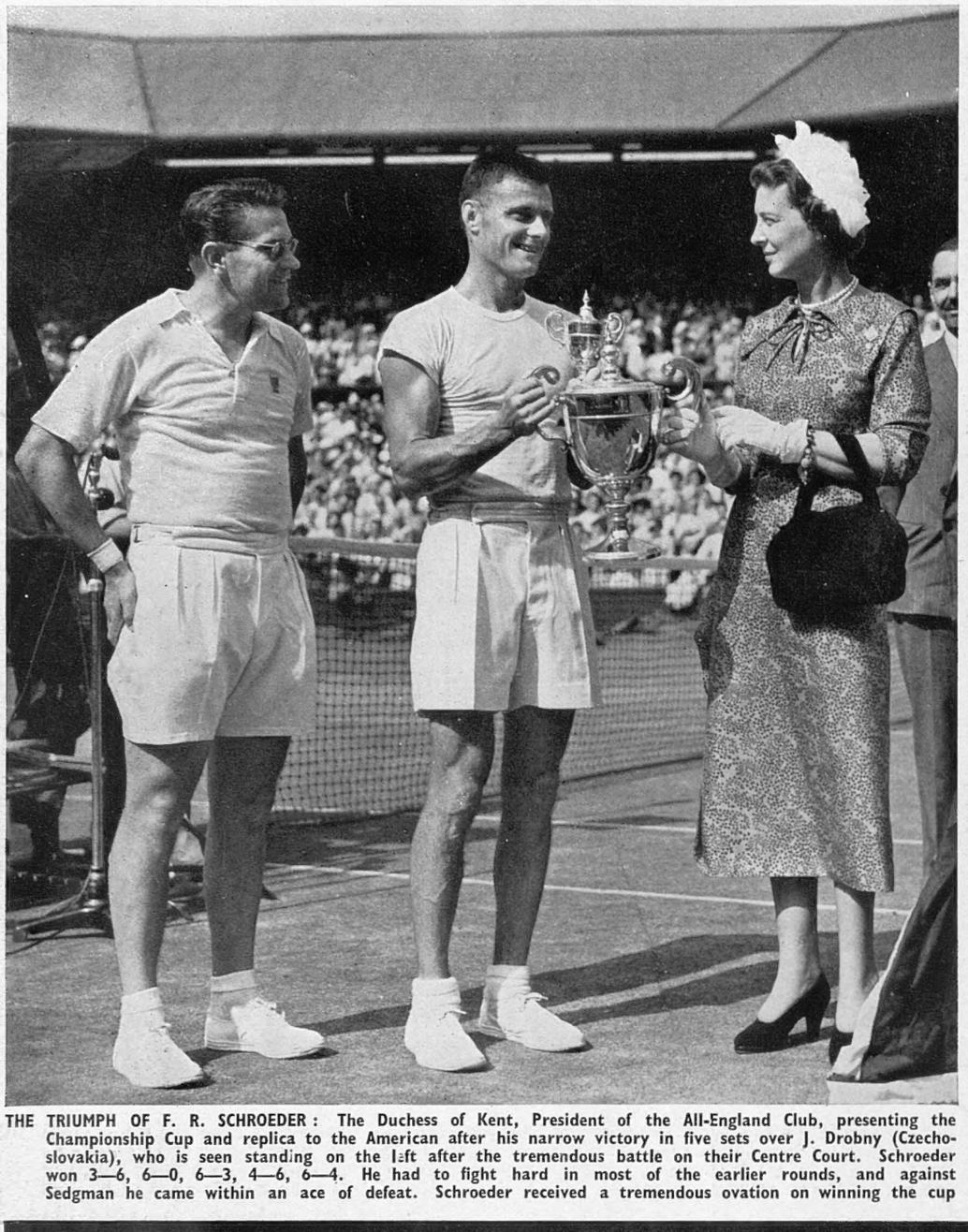
AN INFORMAL CHAT WITH THE DEPUTY LORD MAYOR OF NOTTINGHAM: Princess Elizabeth leaning across the barrier of the Royal dais with Councillor J. E. Mitchell and Mrs. Mitchell during the display of folk-dancing presented by schoolchildren in Forest Park, Not



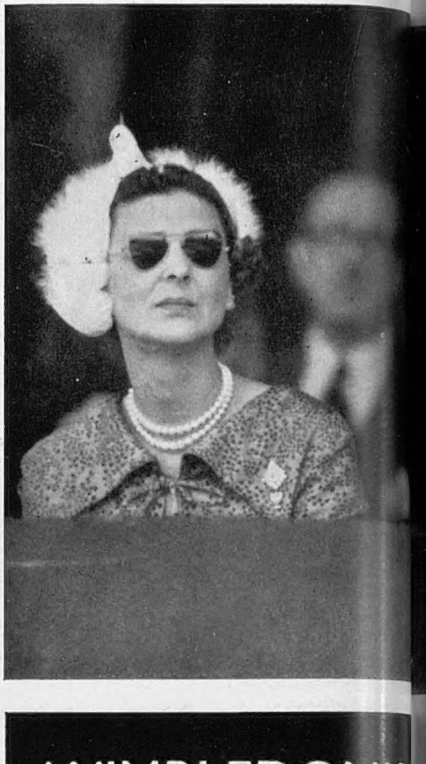
FROM THE FLOWERED BALCONY OF THE NOTTINGHAM COUNCIL HOUSE PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH LOOKED DOWN ON THIS GAY SCENE: 450 girls from the secondary schools of Nottingham formed ever-changing patterns as they circled, crossed, dipped and waltzed their way through French and Flemish dances. Each girl had a white blouse and carried a Cambridge-blue scarf, but the separate groups wore skirts and hats of blue, red, green, yellow or black. At the end of the dancing the girls marched with a banner on which were emblazoned the words "We wish you health and happiness"

DERBY'S REALISTIC WAR MEMORIAL: Princess Elizabeth laying the foundation-stone of the first house of the model village for the disabled which is being built at Allenton village. It is hoped to provide sixty dwellings, a community centre, bowling-green and playground. So far, £46,000 has been collected out of the £100,000 required

THE ROYAL VISITORS ARRIVE AT NOTTINGHAM COUNCIL HOUSE: Princess Elizabeth and the Duke of Edinburgh, accompanied by Alderman William Sharp, Lord Mayor of Nottingham, walking through the old Market Square before taking up their positions on the Council House balcony to watch the brilliant display of folk-dancing



THE TRIUMPH OF F. R. SCHROEDER: The Duchess of Kent, President of the All-England Club, presenting the Championship Cup and replica to the American after his narrow victory in five sets over J. Drobny (Czechoslovakia), who is seen standing on the left after the tremendous battle on their Centre Court. Schroeder won 3—6, 6—0, 6—3, 4—6, 6—4. He had to fight hard in most of the earlier rounds, and against Sedgman he came within an ace of defeat. Schroeder received a tremendous ovation on winning the cup

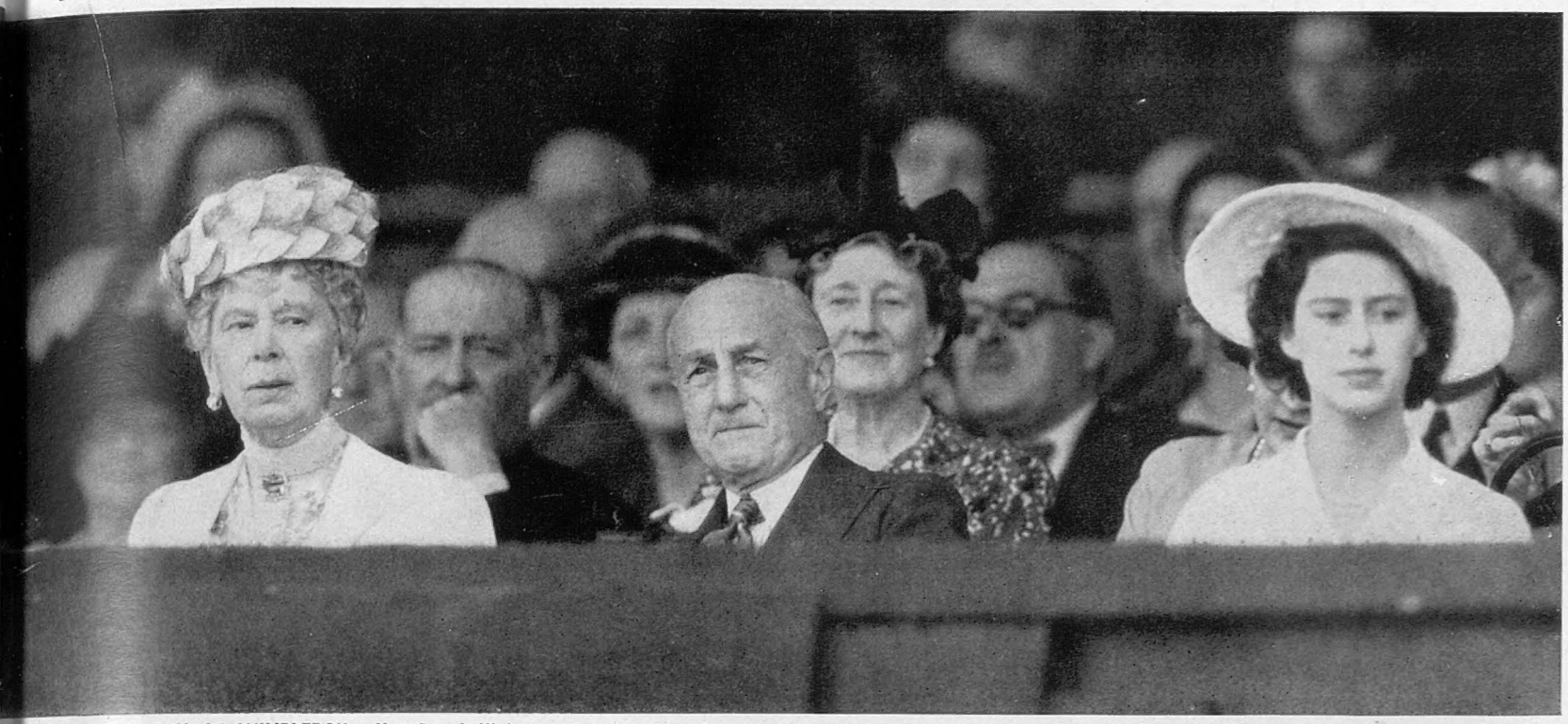


WIMBLEDON'S GREAT FINALE

Royalty Sees the Last Duels on the Centre Court

Wimbledon 1949 was a truly memorable tournam
Perfect weather and record attendances marked
whole fortnight, and, apart from some lamentable fire
cisions, the All-England Club presented as smooth a pict
organisation as such a truly international gathering deman
It was a Wimbledon of cut-and-thrust, with the Americ
dominating the championships by their hard serving
brilliant volleying from the net. Rallies, if they could
called rallies, were short and matches were long, a surpri
number going to five sets. Miss Brough and Schro
were the worthiest of champions, but the same could
been said of Mrs. Du Pont and Drobny had they each
favoured with the very little extra slice of good for
they needed for success. (See also pages 44, 45 and

MISS LOUISE BROUGH BECOMES WIMBLEDON SINGLES CHAMPION FOR THE SECOND TIME: The Duchess of Kent presenting the trophy won by Miss Brough in marathon duel with her friend Mrs. Du Pont, the champion of 1947. Miss Brough appeared in three finals on the same day. Last year she won t Women's Singles, the Mixed Doubles and the Women's Doubles. This year she failed only in the Mixed Doubles. Last September Mrs. Du Pont won the Americ Championship in a final with Miss Brough, the last set going to 15—13. It was the longest women's singles ever played in the final of a champions



IN THE ROYAL BOX AT WIMBLEDON : Her Royal Highness the Duchess of Kent, President of the All-England Club, Her Majesty Queen Mary, Lord Templewood, President of the Lawn Tennis Association, and Her Royal Highness Princess Margaret watching the tennis on the first finals day, when they saw Schroeder defeat Drobny in five gruelling sets

THE PRESIDENT OF THE M.C.C. AND THE PRESIDENT OF THE ALL-ENGLAND CLUB : The Duke of Edinburgh and Duchess of Kent watching the finals

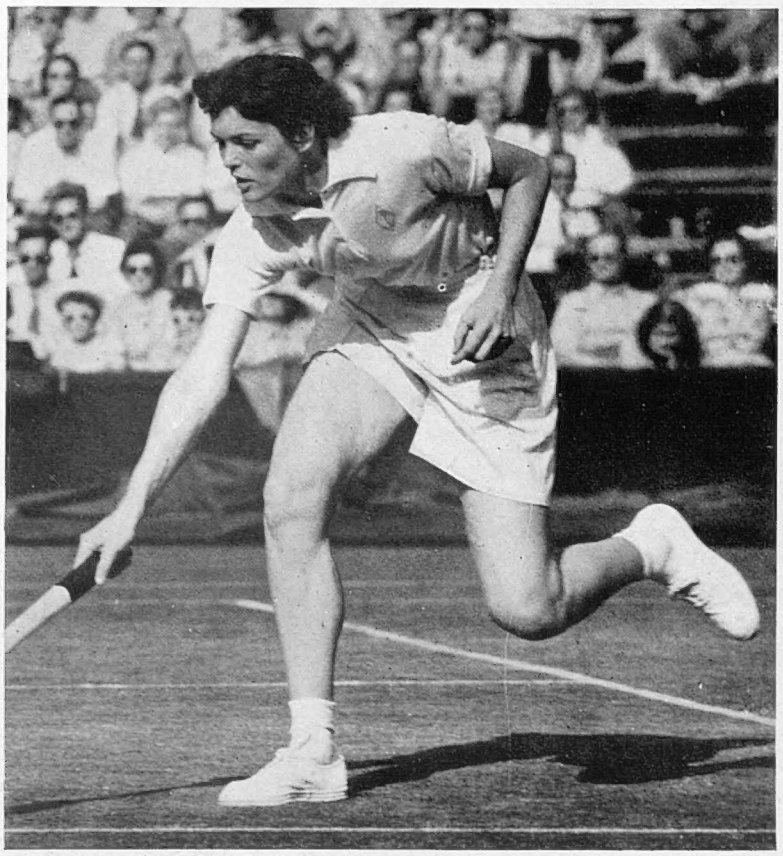
THE GIRL FROM OKLAHOMA PLAYS THE GIRL FROM OREGON : Twenty-six-year-old Miss Louise Brough and thirty-one-year-old Mrs. Du Pont arriving with large bouquets of flowers on the Centre Court for their two-hour match, which was largely a repetition of that memorable duel in the final of the American Women's Singles at Forest Hills last September. The only difference was that Miss Brough was the winner

AN ALL-AMERICAN QUARTET : Mrs. Todd, Miss Moran, Miss Brough and Mrs. Du Pont arriving for the final of the Women's Doubles, which Miss Brough and Mrs. Du Pont won 8—6, 7—5. Mrs. Todd, athletic and determined, was ably partnered by Miss Moran, but these two were not quite a match for the hard-hitting Singles finalists

THERE WAS ONE TITLE THE AMERICANS DID NOT WIN : John Bromwich, Mrs. Sheila Summers, Miss Brough and E. W. Sturgess entering the Centre Court for the final of the Mixed Doubles, which was won by Sturgess and Mrs. Summers 9—7, 9—11, 7—5. Mrs. Summers played the game of her life, and her final effort to win the match on her comparatively weak service was a truly memorable achievement

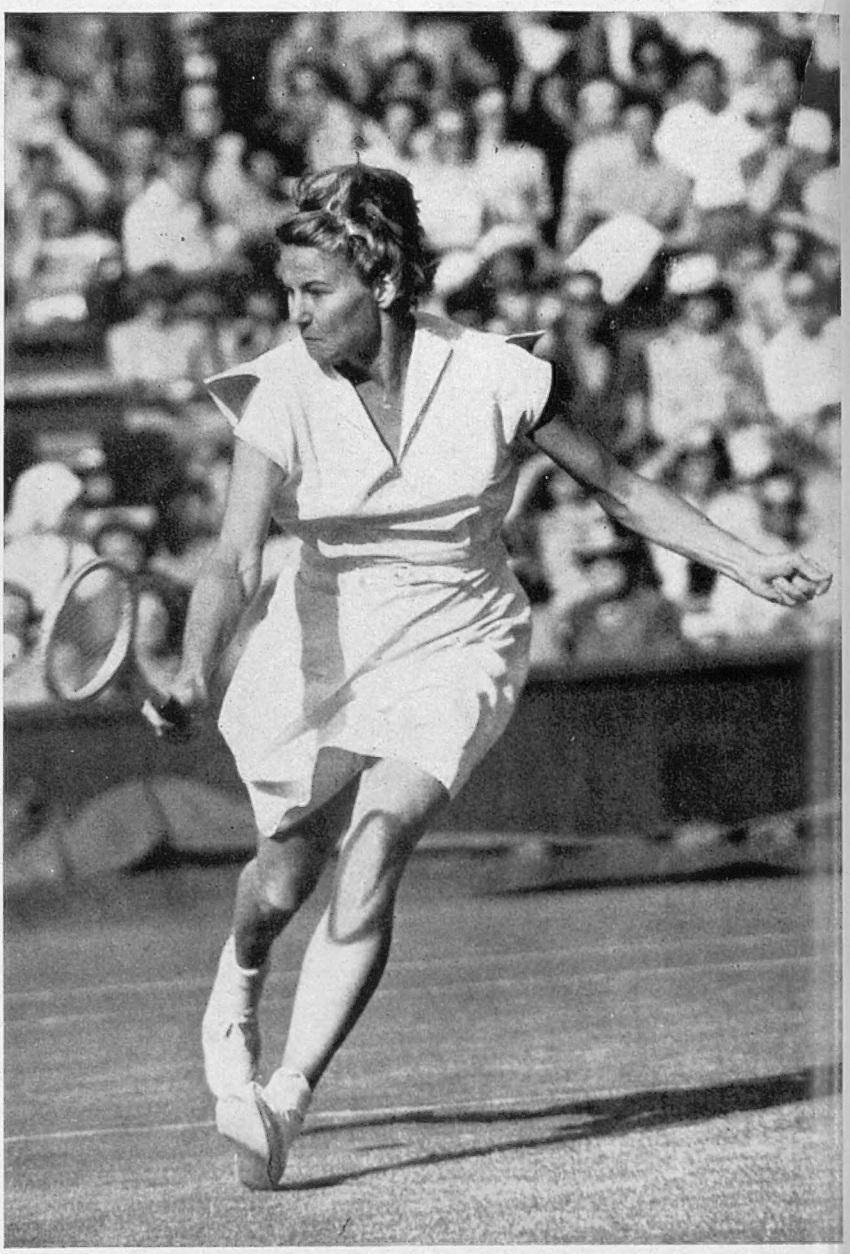
THE WOMEN'S SINGLES—AN ALL-AMERICAN TRIUMPH

The Four Semi-finalists—Miss Louise Brough is Champion Again



GOOD, BUT STILL NOT QUITE GOOD ENOUGH : Mrs. Pat Todd in play against Miss Brough, who defeated her in the semi-final of the Women's Singles

The Women's Singles at Wimbledon, as it has so often been in the past, was an all-American affair, with those two hard-serving and hard-volleying players, Miss Brough and Mrs. Du Pont, dominating the championship throughout. When they clashed last Saturday they demonstrated the attacking game to perfection. Strangely enough, these two, who have so frequently met before, have not met at Wimbledon. In the long, two-hour duel, Mrs. Du Pont, the loser, actually won more games than Miss Brough, owing to her second set of 6—1. Miss Brough appeared in three finals during the day, and spent over five and a quarter hours actually on the courts. She was naturally exhausted in the Mixed Doubles final, in which she partnered John Bromwich. of Australia, and was very narrowly defeated



MISS BROUGH TRIUMPHS AGAIN : By defeating her close friend and doubles partner Mrs. Du Pont in the Women's Singles final, she retained her crown, but it was by the narrowest of margins, after both girls had played superlative tennis. The score was 10—8, 1—6, 10—8, and play lasted just over two hours

THE WIMBLEDON CHAMPION OF 1947 GOES DOWN FIGHTING : Mrs. Du Pont (formerly Margaret Osborne), who was defeated by Miss Brough in a fluctuating battle of tense excitement. Mrs. Du Pont lost the first four games of the first set, and then won five in a row. At 5—4 she had four set points, but lost them all and, in so doing, inevitably yielded the initiative to her younger opponent

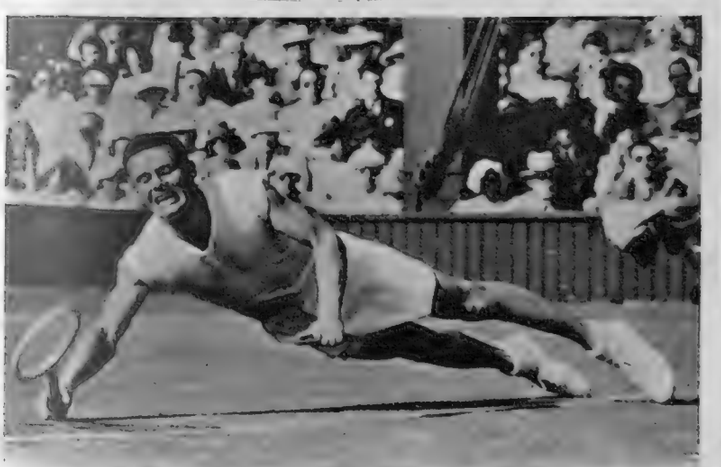
SHE FELL BEFORE THE ONSLAUGHT OF MRS. DU PONT : Mrs. H. P. Rihbany, who beat Miss Hoahing, conqueror of Miss Moran, playing effectively until she came up against the hard hitting Mrs. Du Pont

THE CHAMPION OF 1948 GOES DOWN

Falkenburg's Defeat at the Hands of John Bromwich, of Australia

THE FINAL OF 1948 REPEATED IN THE QUARTER-FINALS OF 1949: R. Falkenburg (of the United States) in action on the Centre Court against J. Bromwich (of Australia), who defeated him in a five-set duel lasting over 2 hours 10 mins. Falkenburg appeared to have Bromwich beaten when he won the first two sets, but the second of the two, running to twenty games, sapped so much of the champion's energy that he forfeited two sets and just failed in the final set

ROBERT FALKENBURG CONCEDES DEFEAT: The American, exhausted after two hours' play, raises his racket in acknowledgment of the winning shot by Bromwich. Their match was played in the best possible spirit, and only a section of the crowd reiterated its disapproval of Falkenburg's habit of forfeiting sets



THE CHAMPION OF 1949 FALLS TO THE GROUND: A typical Schroeder effort in the closing stages of one of his earlier rounds

BROMWICH REVELS IN THE SUB-TROPICAL HEAT WHICH SO OBVIOUSLY SAPPED THE ENERGY OF HIS EQUALLY BRILLIANT OPPONENT: The Australian volleying from the centre of the court in the course of the gruelling match. Bromwich, as he did last year, went out for his shots against Falkenburg, and even in the last set was driving firmly and deeply off the ground. Sometimes he threw in a teasing drop shot

BROMWICH REACHES OUT ACROSS THE COURT TO ACHIEVE ONE OF HIS SPECTACULAR LEFT-HAND DRIVES: The Australian, now a veteran in the thirties, showed himself no less agile than his gifted opponent, and he lasted much better

Many who attended the Wimbledon of 1949 will probably be disposed to say that the Monday of the second week provided the most spectacular tennis, for it largely consisted of the Men's Singles duels for a place in the semi-finals, with such giants as Falkenburg and Bromwich, Sturgess and Parker, Schroeder and Sedgman, Drobny and Brown contesting the issue. The dethronement of the 1948 champion, Falkenburg, by John Bromwich, which is depicted on this page, was probably the most exhausting of the four matches. This time Bromwich was determined not to let slip the lead in the final set as he did in last year's final against Falkenburg, and in the end his brilliance and persistence were rewarded.

b

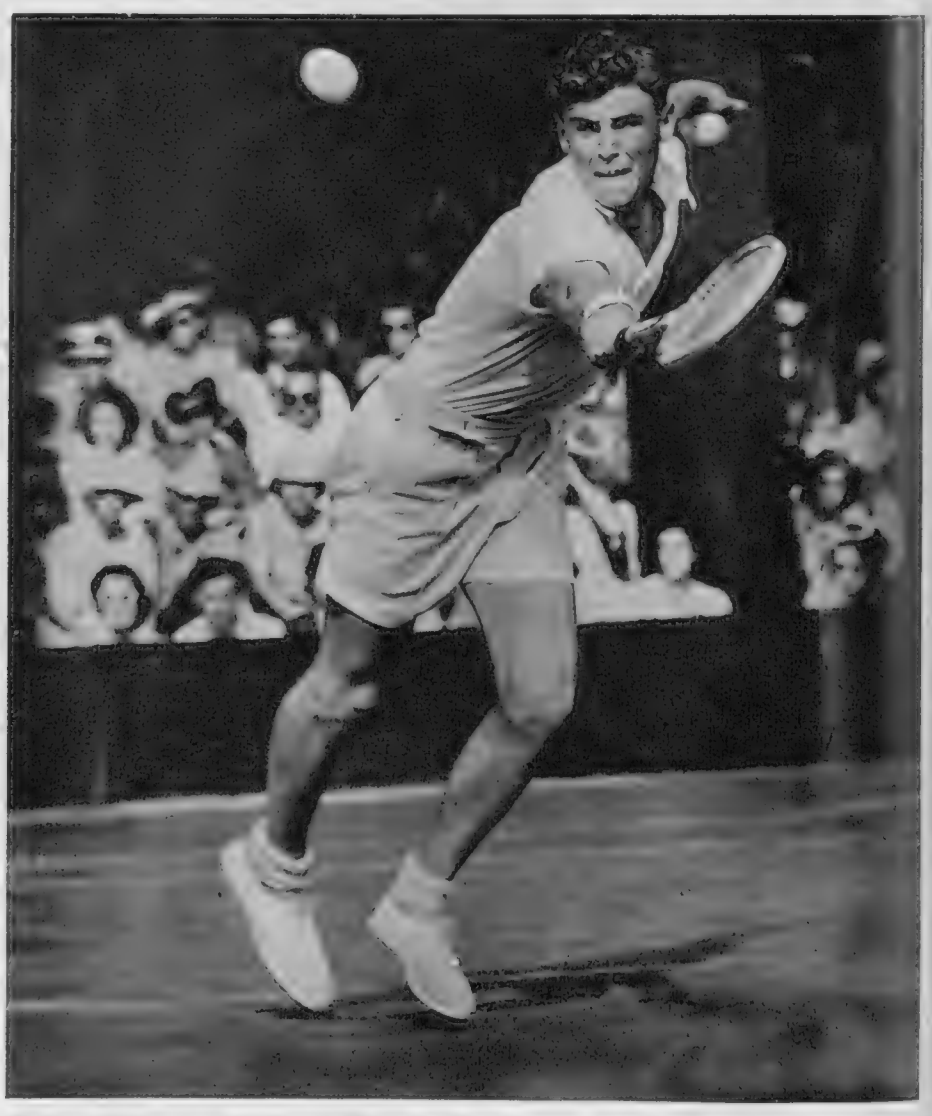
THE AGONY OF SUPREME EFFORT WRITTEN ON THE FACE OF TED SCHROEDER, THE LAST OF THE AMERICANS, WHO SO NEARLY SUCCUMBED TO FRANK SEDGMAN, OF AUSTRALIA, IN THE QUARTER-FINALS: After being two sets down, Schroeder recovered to win 3—6, 6—8, 6—3, 6—2, 9—7. Sedgman was twice within one point of the match

THE SCHROEDER - SEDGMAN DUEL

Concludes with a Sensational Final Set and a U.S. Victory

SCHROEDER ON HIS TOES: The American in play against Sedgman

For fine tennis and thrills, it would be hard to beat the Schroeder-Sedgman duel. At one stage in the final set the Australian was leading 3—0. Schroeder fought back to level at 3-all, but Sedgman went ahead, and with Schroeder serving at 4—5, it became match-point for Sedgman at 30—40. At this point a foot fault was called on Schroeder's first service, but he followed his second to the net and put his volley away confidently and decisively. Sedgman had his second match-point when leading 6—5, and this produced a really thrilling rally with Schroeder forced back from the net, then regaining the net, then winning the rally with a desperate volley. After that Schroeder won the day; but many who were present went away believing that they had seen in Frank Sedgman a lawn-tennis champion in the making



FRANK SEDGMAN, A POTENTIAL WORLD-BEATER: There are few he would not have beaten on his form against Schroeder, but he was up against a champion of match play with a seemingly charmed life. Sedgman covered the court with notable speed

The HENLEY SCENE

SOME FAST TIMES at the ROYAL REGATTA

THE CREWS EASE UP AFTER PASSING THE FINISHING-POST: Looking up-river towards Henley Bridge on the opening day of the Royal Regatta, which attracted enormous entries and resulted in some record-breaking times. Henley now produces five days' racing and, as at Wimbledon, it is thought that some method will have to be evolved in order to curb the number of entries

FINISHED ALONE: John Trinsey, of the Notre Dame Club, Philadelphia, scoring an easy victory in one of the heats of the Diamond Sculls. His opponent, W. H. Fullick, of Shoreham, is seen several lengths in rear. In his first heat Trinsey met Lutz, of Quinton B.C., who challenged him strongly, but in the midst of a grand race most unfortunately hit the booms and overturned

Henley opened in heat-wave conditions, and many must have been lured to the river-side from the titanic struggles of Wimbledon. They were rewarded with some fine racing on the opening days, and so many crews were putting up fast times that it was not difficult to foresee some tremendous battles in store for the closing stages of the Regatta. There was a large number of foreign entries at Henley this year, with the Americans, as ever, well to the fore in the Thames Cup. John Trinsey, the U.S. sculler, showed fine form in the opening heats of the Diamonds.

READING UNIVERSITY BEAT LONDON ROWING CLUB BY 1½ LENGTHS: Heat No. 10 of the Thames Cup in progress—a view looking across the Regatta course from the lawns. The opening heats of the Thames Cup provided some thrilling racing, and there was a big surprise when Jesus "B" crew beat the American visitors, Tabor Academy. The holders of the Cup are Kent School, U.S.A. This event produced some record times on the opening days of the Regatta

THE WAY of the WORLD

A FOREIGN NEWS SURVEY IN PICTURES

THE AIRCRAFT-CARRIER "OCEAN" LEAVES VALETTA: The 13,190-ton warship passing a Mediterranean trading vessel as she left Grand Harbour, Malta, towards the end of June en route for Britain. The "Ocean" was to have sailed on the summer cruise of the Mediterranean Fleet, but a last-minute change in orders sent her back to Britain, where it has been reported she will take on troops for Hong Kong. H.M.S. "Ocean" is one of the carriers of the Colossus class.

When Mr. Alexander recently visited the Crown Colony of Hong Kong and there conferred with defence chiefs, he gave an assurance that yet more reinforcements would soon be on the way to the Far East. Hardly a week goes by now, indeed, without news of further land, sea or air forces leaving for or arriving at Hong Kong. Since Mr. Alexander's visit it has become known that the aircraft-carrier *Ocean* has been recalled to Britain from the Mediterranean, possibly with a view to taking troops to Hong Kong, and it has also been announced that the light Fleet carrier *Triumph*, 13,350 tons, which recently returned to the Mediterranean after a short refit in Britain, is working up at Malta before leaving to join the Far Eastern Fleet.

A WELCOME DIVERSION IN A HOT AND SULTRY PARIS: Parisians flocked to the Esplanade des Invalides to watch the start of an old-fashioned balloon race held to commemorate the first such race in France in 1899. Eight balloonists took part, including two women, and the prize went to the balloon which landed nearest to the Casino de Vittel, in the Vosges Mountains. Rising in the background is the celebrated Hotel des Invalides containing the tomb of Napoleon Bonaparte. The Invalides, largest open space in the centre of Paris, with the possible exception of the neighbouring Place de la Concorde, was recently the scene of a helicopter landing after a record-breaking flight direct from a London rooftop.

REBUILDING THE WAR-DEVASTATED CITY OF CAEN—STONE-BUILT HOUSES RISING IN THE CAPITAL OF CALVADOS WHICH, FIVE YEARS AGO, WAS THE CENTRE OF THE FIERCEST FIGHTING BETWEEN THE BRITISH AND GERMAN TROOPS: In the area near the River Orne are rising blocks of flats with shops below. The architectural style of the buildings differs markedly from the old pre-war dwellings, and the famous Caen stone quarried in the neighbourhood is being used extensively.

Much progress has been made in the past year in rebuilding the city of Caen, which suffered such vast damage in 1944 when the 21st Army Group, aided by the guns of *Rodney*, *Roberts* and *Belfast*, and a heavy attack by the R.A.F., made a three-pronged attack which brought them into the centre of the city. There they found that the retreating Germans had ruthlessly destroyed historic buildings and their contents, notably the fourteenth-century cathedral of St. Pierre, the church of St. Jean and the Hotel de Ville. Among the cities and towns of Brittany, Normandy, Picardy and Artois, Caen appears to be getting priority in the matter of rebuilding, for Abbeville, the city on the Somme which suffered disaster in one day during the German advance in 1940, is not making vast progress with her rebuilding schemes, and Rouen is also not being rebuilt at any speed, much of the centre of the city still consisting of prefabricated shops. Similar conditions prevail at Dunkirk. On the other hand, communications in the north have been to a very large extent restored.

PREPARING FOR THE LATEST DANISH INVASION OF BRITAIN: Mr. Kiersgaard and Mr. Kaarsberg are seen (*left*) being fitted out, and (*right*) posing in their Viking garb and accoutrements during preparations at Copenhagen for the departure of the Viking ship which is being sailed and rowed across the North Sea to mark the 1,500th anniversary of the arrival of Hengist and Horsa on the Kent coast, where they came at the invitation of the British King Vortigern, only to become masters of the land. The boat, which has just been completed in Zealand, weighs 15 tons and has cost about £3,000. It is 70 ft. long and 15 ft. wide. The hull has been built at Frederiksund, and the thirty-two shields on each side have been fashioned by craftsmen at Elsinore. The Danes are to visit three Thanet resorts, Broadstairs. Margate and Ramsgate, and it is possible they will also make a trip up the Thames estuary

SHIPPING A YACHT ACROSS THE ATLANTIC: The "Firecracker," owned by Henry F. Whiton, of Oyster Bay, New York, and one of the three 6-metre yachts shipped to Britain by the Seawhanaka Corinthian Yacht Club to compete in the British-American team match in the Solent, being hoisted aboard the United States Line's passenger cargo vessel "American Clipper" at Pier 60, North River, New York. The yachts were towed from City Island to the ship's side and then lifted to cradles on the after-deck

DISASTER ON A CALIFORNIAN HIGHWAY: This picture was taken a few moments after a serious collision on the main road outside Dublin, Cal. Morris Griffith and Francis Ballantyne (right) are seen lying on the road seriously injured, and apparently receiving no attention. This was just after Griffith's car, which is shown against the fence on the right, had been involved in a collision with a light truck (centre). It appears that Griffith's car, pulling a trailer, had picked up a large nail in the left rear tyre and had skidded out of control, throwing the trailer into the path of the truck. Wheels and parts of the demolished trailer litter the road. Three occupants of the truck had to be treated for minor injuries

ONE OF THE BARREL BOYS OF 1949: Herr H. Kaminsky, in his shirt-sleeves, works on the construction of his three-man barrel in which he has now started, with two companions, on a 2,200-mile tour of Germany, selling postcards in order to earn a living as they roll along

GOOD-BYE TO BERLIN: Herr Kaminsky and his companions rolling their barrel through the city as they set out on their 2,200-mile tour of Germany. This is no new business for Herr Kaminsky He made a living by rolling a barrel round Europe from 1928 to 1931

PASSING THROUGH THE BRITISH SECTOR: Herr Kaminsky (right), his two companions and the dog, *en route* down Unter den Linden. The barrel, built in a Berlin backyard, has sleeping accommodation for three

THE DOOR OF THE BARREL IS OPENED: Through the entrance Herr Kaminsky will sell postcards at each stopping-point on his round-Germany tour

THE BARREL-ROLLERS OF BERLIN—In the giddy '20's, when pole-squatting was a feature of American life and university undergraduates "played hell" with pogo sticks, Herr H. Kaminsky, of Berlin, decided that there was a profitable income to be made out of posing as a modern Diogenes. Accordingly, he built a barrel, with living accommodation attached, and proceeded to tour Europe, selling postcards and advertising space on his barrel in order to obtain a living. Now Herr Kaminsky has come out of hibernation, and is at it again, starting with two companions and a watchdog on a 2,200-mile tour. To be through with his travels by the late autumn, Kaminsky will have to cover 20 miles a day

THE MARCH OF SCIENCE

SEARCHING THE OCEAN DEPTHS AND THE REMOTE GALAXIES OF THE HEAVENS: DAM-BUILDING IN TASMANIA AND TUNNEL-BUILDING IN THE PENNINES

THE BENTHOSCOPE MAKES ITS FIRST DIVE: The University of Southern California's new diving-bell being lowered into the water at Long Beach, California, for an initial test. The Benthoscope, with which it is hoped to explore the unplumbed ocean depths, is built to withstand pressures at 11,000 ft., but when lowered to 35 ft. on its initial test it sprang a minor leak and was hastily brought to the surface. The bell is 4½ ft. in diameter and is made of 1¾-in. cast steel. It is lowered by crane with the aid of a stout wire rope. The test pilot on the initial dive was Otis Barton, who descended over 3,000 ft. in Beebe's Bathysphere off Bermuda in 1934. One of the pioneers of the diving-bell was John Smeaton

OTIS BARTON RETURNS TO THE SURFACE AFTER A PLUN OF 35 FT.: The American deep-sea diver about to be assi from the Benthoscope in which he made an experimental des at Long Beach, California. Two assistants are just removing heavy metal porthole cover secured by seven nuts and bo

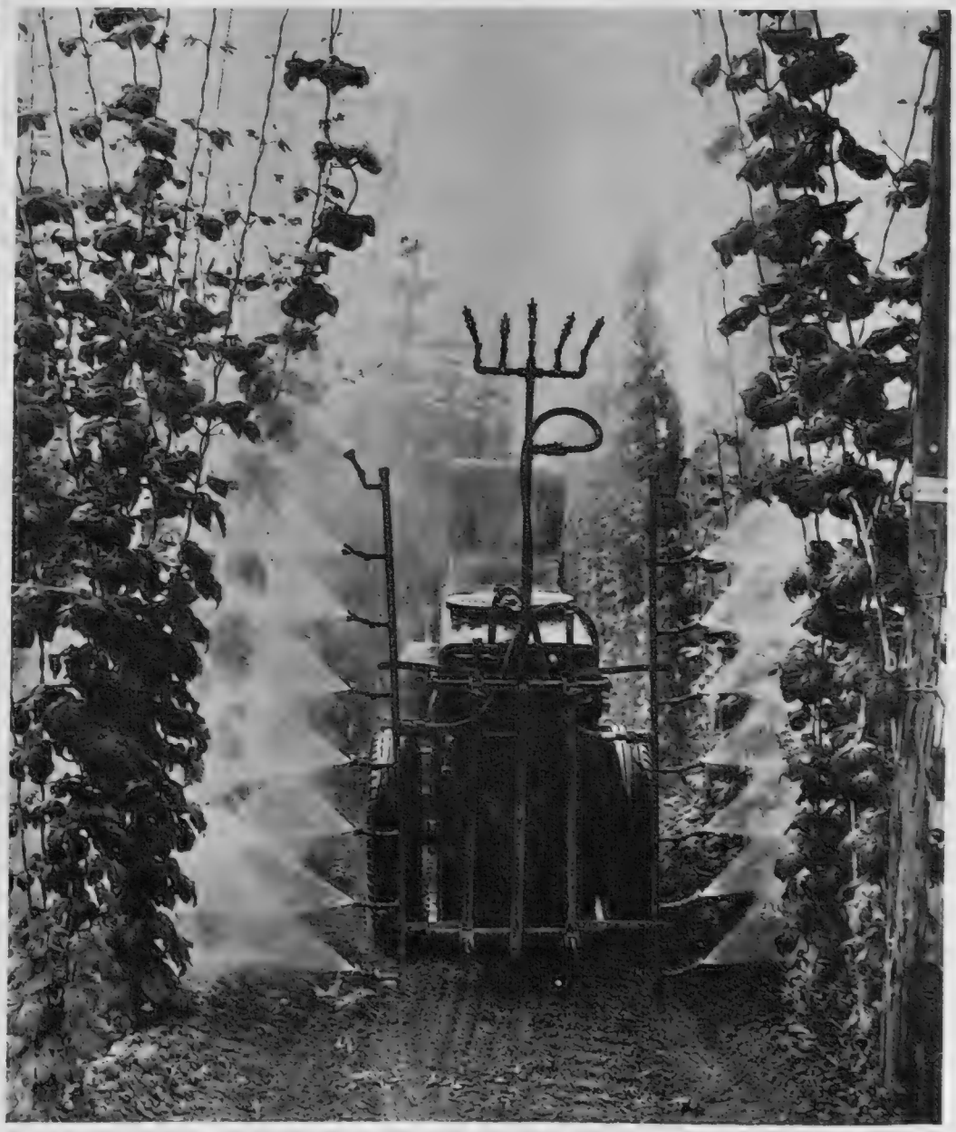
PUTTING THE FINISHING-TOUCHES TO THE PILOT TELESCOPE OF MOUNT PALOMAR: Dr. Edwin P. Hubble at work adjusting the 48-in. Schmidt photographic telescope which acts as team-mate to the 200-in. telescope lately installed on the summit of Mount Palomar, Southern California. The 48-in. telescope is now embarking upon a complete sky survey, the most detailed reconnaissance of the heavens in man's history. The 200-in. telescope is a pin-pointing instrument, being capable, it is said, of bringing into sight objects 1,000-million light years away. This is twice as far as the longest penetration into space ever made by the 100-in. telescope of Mount Wilson Observatory, and it is thought that even more remote galaxies will be brought within range. Since February of this year some further polishing of the 200-in. reflector has been undertaken

TASMANIA PLANS TO BE AN ALL-ELECTRIC ISLAND: With the aid of this single-c concrete dam built across Butler's Gorge, in the highlands of Tasma 66,000,000,000 gallons of water will be stored in a new reservoir of the R Derwent, and this will ensure that Tarraleah generating station will contin to provide power year in, year out at total capacity. When the Clark Dam, a is called, is completed, work will start on another giant hydro-electric scheme to harn the upper reaches of the River Nive system. The River Derwent rises in Central Tasma to the west of Cumberland county, and it is joined by the River Ouse on the nort borders of Buckingham and Monmouth. The Derwent enters the sea beyond

BRITISH RAILWAYS DRIVE A NEW TUNNEL THROUGH THE PENNINE RANGE : This is the scene at Dunford Bridge, Yorkshire, where excavation work is now in progress on the £2,800,000 scheme. The new tunnel runs almost parallel with the existing tunnel, which is seen on the right, and it will emerge on the other side of the Pennines at Woodhead, Cheshire. The work will involve the demolition of two rows of houses, and the railway station at Dunford Bridge will have to be moved. Above the tunnel entrances can be seen the workers' camp, which, when operations are at their height, will accommodate about 600 men

DRILLING THROUGH SOLID ROCK : Men engaged in sinking a ventilation shaft for the new railway tunnel through the Pennines between Dunford Bridge and Woodhead

FIGHTING THE HOP BLIGHT IN THE WEST MIDLANDS : A tractor, fitted with specially-adapted sprays for sideways operation as it passes down the lanes between the vines, at work in Bomfields hopfields at Fladbury, Worcestershire, where growers are again badly troubled by the hop aphis. This species of plant louse is kept in check only by the regular use of insecticidal sprays. It winters in the egg stage on sloe, bullace and damson, very occasionally on plum. It will be seen how a centrally-placed pipe supplies five nozzles which are directed upwards and sideways at the higher tendrils



COMBATING THE DREADED PHORODON HUMULI — ANOTHER TYPE OF HOP-SPRAYER AT PRESENT IN USE IN THE WORCESTERSHIRE HOPFIELDS. The driver of the tractor-sprayer wears a complete suit of protective clothing as he passes up and down the lanes between the vines

PRODUCT OF THE VIGOUR OF EDWARD I AND THE GENIUS OF HENRY ELLERTON : The celebrated Beaumaris Castle, Anglesey, as seen in an aerial view now displayed at the Exhibition of Air Photographs of Castles and Religious Houses at the Kodak Gallery, 184, Regent Street. The purpose of the Exhibition is to reveal points of significance which would not be noted in an ordinary ground view

CASTLES FROM THE AIR

Photographs Provide the Basis for Historic Analysis

Many castles and religious houses, which are to be found in every county in Britain, an outstanding part of our legacy from the Middle Ages, survive as substantial works in earth and stone, sufficiently well-preserved to leave little doubt of their nature and purpose. Unfortunately, many others have been abandoned, forgotten or obliterated, with the effect that their fragmentary, visible remains may be difficult to interpret. Low-altitude air photographs of architectural remains present a specially valuable record of the grouping and interaction of different parts of a complex design. They show different styles of fortification marking changing practices of war, and large-scale air photographs assist the study, from a new viewpoint, of the ordered arrangement of the many elements in an elaborate building.

There are, moreover, buried castles and abbeys excavated, and even unknown, of which air reconnaissance may yet reveal the plan. Photographs taken from the air can disclose in a comprehensive view irregularities of the surface, the full significance of which cannot be appreciated by an observer on the ground. Even if no features remain in relief, foundations can be revealed by differences in colour of vegetation growing over them; sites undisturbed since their destruction or decay may provide in their stratified remains important material for history, not easily obtainable from any other source.

In the course of recent air reconnaissance, valuable results have been obtained, and the picture of Beaumaris, reproduced herewith, is indicative of what oblique photography at 1,000 or 2,000 ft. can achieve in relation to the monument that is substantially intact. The Kodak Exhibition in Regent Street contains many examples of a similar character and it will well repay a tour of inspection by the keen student.

HURSTMONCEUX CASTLE, SUSSEX, THE NEW HOME OF THE ROYAL OBSERVATORY, GREENWICH : Removal of the Royal Observatory from Greenwich became unavoidable when it was recognised that London's smoke and bright lights, allied to the poor climate, were making observations almost impossible and threatening the accuracy of the world's timekeeper. Hurstmonceux Castle was recently restored and is now probably the finest example of an early brick building in England. In the five years needed to effect removal of all the Observatory's instruments, calculation of Mean Time is being made at Greenwich and Hurstmonceux. The clocks have been removed to Abinger

FAIR ISLE and the SHETLANDS

A Summer Visit to the Island Group, the *Ultima Thule* of the Ancients

THE DISTRICT NURSE PAYS A VISIT TO THE NORTH LIGHTHOUSE ON FAIR ISLE: Nurse Margaret Cairns seen cycling away from the hilltop site after paying an official visit. The nurse looks after the sick and needy of the whole island, the most southerly of the Shetlands, and her cycle helps her to cover the seven or eight square miles in summer without difficulty. In winter, so fierce are the winds on Fair Isle, she usually has to walk. Fair Isle, lying half-way between the Orkneys and the Shetlands, was bought in 1948 by Mr. G. Waterson and Mr. I. Pitman for development as a bird-watching centre. An observatory is being established, with a hostel for bird-watchers and other visitors. The island extends to 3½ miles by 1½.

The Shetland Islands, the *Ultima Thule* of the ancients, have returned in these post-war years to their pristine calm. Forgotten are the hectic years when they were strategic points in our far northern defences, when the threat of German invasion was very real.

Possibly the most interesting of the Shetlands is the most southerly, the celebrated Fair Isle, where the cottage knitwear industry continues to thrive and is now to a large extent protected by the Shetland Woollen Industries Association Ltd., which has been brought into being to protect all the island workers who, during wartime shortages, found "southern pirates" were doing much to destroy the good name of Fair Isle and of Shetland products in general.

Other pictures on this page show life in the more centrally-placed islands of the Shetlands, notably at Scalloway, the old capital, where Mr. John Smith is such a notable breeder of ponies.

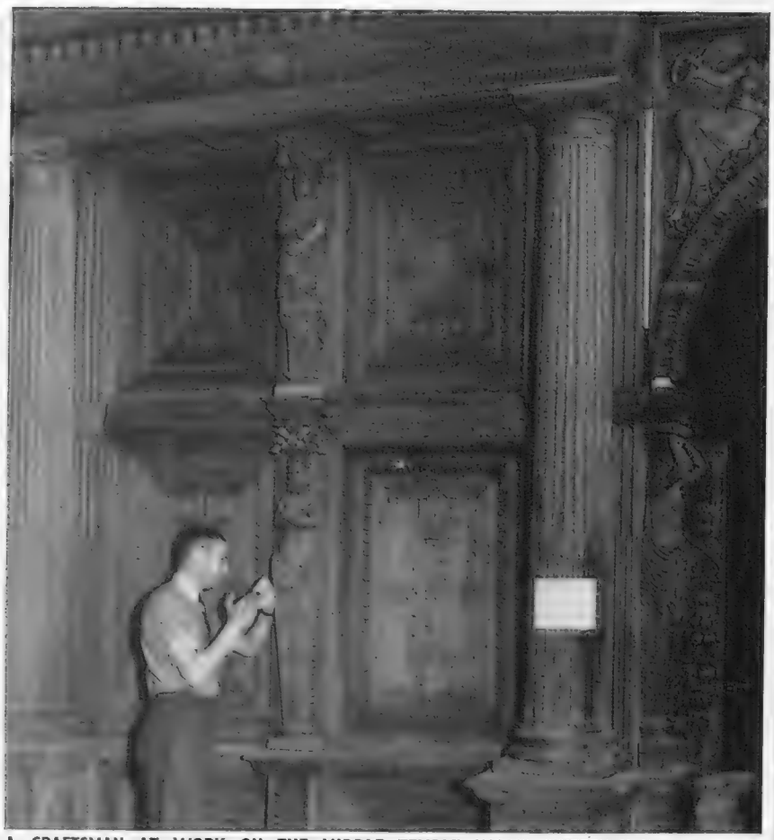
ISLAND NURSE: Nurse Margaret Cairns, who tends the sick on Fair Isle, seen leaving her cottage at the start of a day's work. Her cottage, one of the neatest on the island, has no electric light, no bathroom, no water laid on, and no telephone. To heat water Nurse Cairns usually has to use a primus stove. Despite the austerities of Fair Isle, she declares she is very content. She looks after entertainment in the island, organising dances, whist drives and Christmas parties, and she is perhaps the best-known figure in the whole community

KNITTING FAIR ISLE JUMPERS AND FAIR ISLE SCARVES: Islanders at work on their profitable cottage industry. They have their own branch of the Shetland Woollen Industries Association, and as such, the products of their industry are inspected and officially labelled as authentic before marketing. In this way the cottagers are protected from the pirates who have been selling inferior, machine-made products under the label of "Shetland and Fair Isle knitwear." The Association ensures that the knitter always gets a fair price

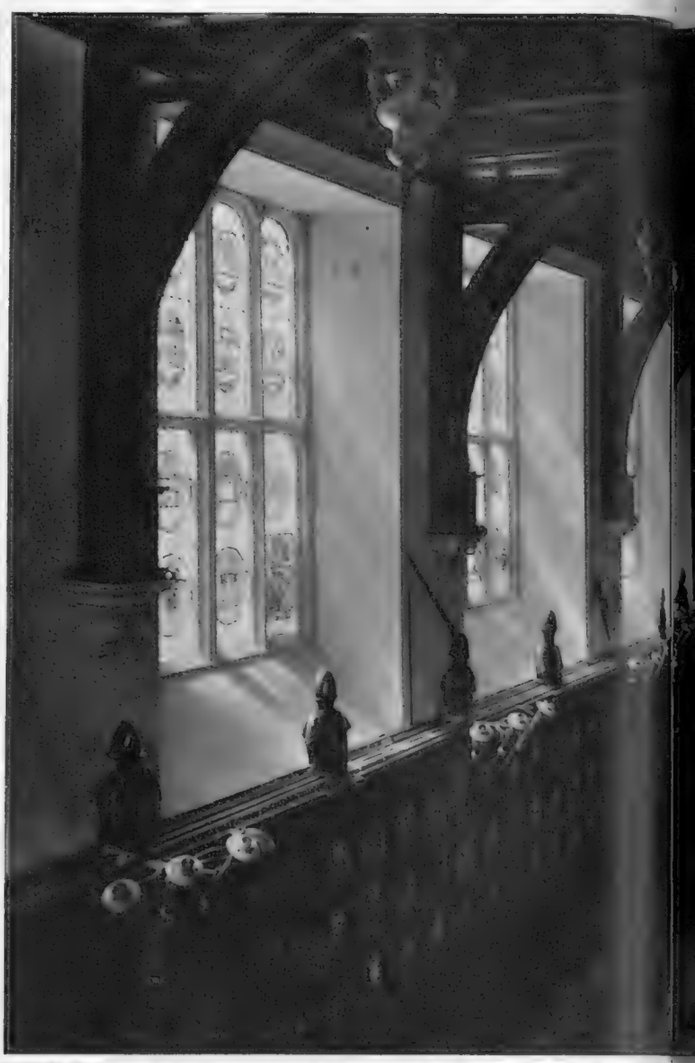
A FAST WORKER IN THE SHETLAND PEAT DIGGINGS: In front of his trench is the product of one afternoon's work. It would only take three or four days for him to supply all his fuel needs for the winter. There is no claiming to be done on the peat banks. Sometimes the digging is free, and sometimes the landowner charges a small fee. The very fact that a Shetland islander has started a digging gives him the exclusive right to dig there, and there has never been any known case of stealing

SHETLAND PONIES ROAM ON THEIR WINDSWEPT NATIVE HEATH: The breeding of the Shetland pony has tended to die out of recent years, and Mr. John Smith, of Berry, Scalloway, who owns these fine specimens, is now the only breeder on a large scale. Many years ago the Shetland pony would sell for only a few shillings, but to-day the ruling price is anything from £20 to £50. The demand in the islands is still fairly extensive, as these stocky and sturdy ponies, with their long shaggy manes, thrive there as nowhere else. The "Sheltys," as they are sometimes called, are not only capable of carrying heavy loads, in comparison with their size, but of continuous exertion. Their usual colours are bay, brown or black

A BREEDER OF SHETLAND PONIES: Mr. John Smith, of Berry, with one of his stallions. The Shetland pony, or Shelty, is considered by some authorities to be a direct descendant of the British horse of prehistoric times



A CRAFTSMAN AT WORK ON THE MIDDLE TEMPLE HALL'S SIXTEENTH-CENTURY OAK SCREEN: The screen, which was crushed by falling masonry when the hall was hit by a bomb in 1940, is now pieced together and it has been erected in its old position in front of the Minstrel's Gallery. Piecing together the fragments has been an immense labour. After the bombing the fragments were stored in sacks in the crypt of the Middle Temple. A general view of the celebrated hall, which the Queen arranged to reopen on July 6, is shown on the right. The unique carved oak screen dates from 1575, and the doors were added in 1671. For many years there was a theory that the screen was constructed from timber from galleons of the Spanish Armada, but that is now proved to be false, the date 1575 having been fully established



Britain's Architectural Heritage

THE RESTORED SPLENDOUR OF MIDDLE TEMPLE HALL

St. Peter's, Monkwearmouth, One of England's Oldest Churches : The St. Bartholomew's Appeal

On left—ONE OF ENGLAND'S OLDEST CHURCHES, IN THE HEART OF THE INDUSTRIAL NORTH: St. Peter's Church, Monkwearmouth, County Durham, often unnoticed by visitors amid the drabness of Sunderland, is now celebrating its 1,275th anniversary. The church incorporates part of the Saxon Benedictine monastery founded in 674 by Benedict Biscop. Apart from the Tower and west end, however, the building is comparatively modern. The modern stonework can be seen in the foreground, and part of the Saxon structure, with its two narrow lights high up in the wall, is in the background. Monkwearmouth stands on the north side of the Wear, opposite Sunderland. It began to be an industrial centre about 1775, when shipbuilding started in the neighbourhood

MONKWEARMOUTH CHURCH, NOW CELEBRATI ITS 1,275TH ANNIVERSARY: An exterior v showing the ancient Saxon tower and modern part of the church, which is in s marked contrast. It was built before Dur and York Cathedrals, and influenced Benedict Biscop, who had been on seve pilgrimages to Rome and knew more th most of his contemporaries about ecclesiasti architecture. Before the Danish invasion the eighth century Monkwearmouth had flourishing community of 700 brethren. Aft its destruction by the Danes it languish

RESTORED TO ITS PRISTINE SPLENDOUR FOR THE OPENING BY THE QUEEN—LOOKING FROM THE MINSTRELS' GALLERY TO THE ARRAY OF PORTRAITS AT THE WEST END OF THE MIDDLE TEMPLE HALL: The large central picture is the equestrian figure of Charles I with his equerry St. Antoine, a Van Dyck acquired in 1684. The hall, with its magnificent open hammer-beam roof, now appears much as it did in the early years of the seventeenth century when Shakespeare's "Twelfth Night" was performed there in the presence of Queen Elizabeth, six months after the first performance of the play at the Globe Theatre. It was in this hall, too, that Sir John Davies, the poet, thrashed his friend Richard Martin, to whom Ben Jonson had dedicated his Poetaster

LONDON'S OLDEST CHURCH NEEDS REPAIR—ST. BARTHOLOMEW-THE-GREAT, WEST SMITHFIELD, BUILT IN 1123 BY RAHERE AFTER AN ILLNESS DURING HIS PILGRIMAGE TO ROME: An exterior view, and, *on right*, looking towards the east end of the Priory Church for which a £20,000 restoration appeal has been launched by the Rector, the Rev. N. E. Wallbank. Although St. Bartholomew's is the spiritual home of several city companies and organisations, the parish consists of only about seventy residents. The present restoration work entails the repair of stonework, pointing, repairs to the roof and to many other essential portions of this 800-year-old church which was built on the then unhealthy marsh of "Smoothfield," just outside the old City walls. Rahere built the church close to the hospital, which he also dedicated to the memory of the saint who appeared to him in a vision. It was only during the last century that parts of the church, confiscated during the suppression, were retrieved for their purpose of worship. On the south wall of the nave may be seen the window of Prior Bolton, who ruled the community from 1506 to 1533, and who was the last prior but one before the Dissolution. St. Bartholomew's rests upon the top clay of the City, having no foundations except the base of the Norman pillars

WHITE WINGS ON SUMMER WATERS

A Great Gathering of Sailing Craft During the Royal Visit to the River Dart

DARTMOUTH WAS EN FÊTE FOR THE VISIT OF PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH: This was the animated scene in the estuary of the River Dart when numerous sailing craft appeared in the harbour to welcome the Royal couple on their return from the Channel Isles and on the occasion of their visit to the Royal Naval College. The Princess and the Duke, who had crossed the Channel in H.M.S. "Anson," transferred in Torbay to H.M.S. "Wizard," one of the two escorting destroyers, which is seen moored to a buoy after bringing the Royal visitors into the harbour. Later, from the terrace of the College, the Duke took the salute as 500 cadets marched past

THE SAILING DINGHIES CAME OUT IN FORCE: Cadets of the Royal Naval College, Dartmouth, put in an off-duty spell sailing in the estuary of the Dart during the afternoon of the Royal visit. In the morning they had marched past at a parade held in honour of Princess Elizabeth and the Duke

KEEPING AN ANXIOUS EYE ON THE LEVEL OF THE THAMES: A weir-keeper watching the diminished flow at Teddington, where drought precautions were taken last week at the same time as the Meteorological Office declared a state of absolute drought (i.e., fifteen days without rain) over practically the whole of England. The only area at first excepted from the drought warning was a coastal strip from the Wash round to Margate, Deal, Folkestone, Bexhill and Worthing, where rain had not fallen for fourteen days. Water consumption in the Thames Valley has increased sharply of recent years owing to greater demands from industry, agriculture and new housing, and this, it would seem, has largely counterbalanced the opening of the vast new reservoir near Staines. Low rainfall of the past winter has also been a big factor

THE WEIR AT TEDDINGTON, A KEY-POINT IN THE MEASUREMENT OF THE THAMES FLOW: At this point the Thames becomes fully tidal. From Teddington upstream to Richmond it is half-tidal

"CHUSAN"

THE LARGEST PASSENGER LINER LAUNCHED THIS YEAR

THE "CHUSAN" LISTS AS SHE HITS THE WATER: The 24,000-ton liner being launched from the Barrow-in-Furness yard of Vickers-Armstrong. She is the largest passenger liner launched this year, and she will enter the Far Eastern service of the P. & O.

A STERN VIEW OF THE "CHUSAN" ON THE STOCKS AT BARROW-IN-FURNESS: The sun-deck and three semi-open promenade decks give an unusual aspect to the rear of the new P. & O. liner. Her massive twin screws are clearly seen in this picture

HOW THE NEW LINER PUT ON BRAKES AT HER LAUNCHING: A series of wire hawsers took the strain as the "Chusan" swept down towards the water. These hawsers were attached to vast piles of chain which paid out as the pull rapidly increased

This year's largest passenger liner to come off the stocks, the P. & O. vessel *Chusan*, of 24,000 tons, was launched with the usual lavish ceremonial, but at the lunch which followed the launch there were grim forebodings from Sir William Currie and Lord Bruce of Melbourne, former Prime Minister of Australia and now a director of P. & O. Sir William declared that the nationalisation of shipbuilding would mean the deathknell of the economic ship and the decline of the British merchant navy. The competitive power of British shipbuilding would be lessened, he declared, and foreign orders would disappear. Sir William mentioned that Japan was now being allowed to build ships both on her own account and for foreign customers. Lord Bruce, whose wife launched the *Chusan*, pointed out that from his experience in Australia he could say most emphatically that shiprunning was not suitable for Government ownership and Government control.

VISCOUNTESS BRUCE PERFORMS THE LAUNCHING CEREMONY: The wife of the former Premier of Australia pressing the lever which started the great ship in motion

The *Chusan*, which should be fitted out in time for service next summer, will carry 474 first-class passengers and 1,000 passengers in all. She will be painted all over in white, but will have one large, buff-coloured funnel. She is to be powered by Parsons geared turbines, producing a speed of 24 knots. In all, there will be 437,000 cubic feet of cargo-space, in part refrigerated.

AFTER HER LAUNCHING THE "CHUSAN" IS READY TO BE TOWED TO HER FITTING-OUT BASIN: The liner, 672 ft. in length, about to be manœuvred into the dock where she will be prepared for service. It is hoped that the great vessel will be in commission by the early summer of next year

NOTTINGHAM CELEBRATES THE 500TH ANNIVERSARY OF THE GRANTING OF A ROYAL CHARTER: The Kingsmead Choir in the seventh-century episode in the Nottingham Pageant, held in the Ice Stadium

WILLIAM PEVERIL TELLS THE PRIOR OF HIS INTENTION TO BUILD A PRIORY CASTLE A NOTTINGHAM: This is one of the early episodes in the Nottingham Historical Pageant, a fast-moving cavalcade enacted in sixteen scenes, starting in Saxon time

THE PROCLAMATION OF KING EDWARD THE ELDER, ANNOUNCING HIS DECISION TO BUILD A SECOND BURGH AT NOTTINGHAM: The first burgh was built by the Danes, who chose Nottingham as their winter quarters in 868. It was in 922 that Edward the Elder secured the place, and two years later he built his burgh opposite the firs

PAGEANTRY

NOTTINGHAM AND PERTH HOLD PAGEANTS TO CELEBRATE THEIR CHARTER ANNIVERSARIES: 3,000 PARADE THROUGH THE CITY OF LILLE

Nottingham, Perth and Lille, vast industrial centre of the French north-east, have all been holding pageants emphasising their stirring and not-untroubled histories. Nottingham, where Charles I set up his standard after breaking with Parliament, knew great vicissitudes during the Civil War, its Castle changing hands more than once until finally dismantled at Cromwell's order. Perth, where the Old Pretender was proclaimed King in 1715 and Prince Charles Edward spent a few days in 1745, has, like Nottingham, stood between contending parties, and its crowded colourful history has been marked a dozen times by plague, cholera and floods.

At Lille members of the British colony played their part in the recent pageant, representing the period of the eleventh century when the fortress on the Deule first became an important centre of population under the ægis of Count Baldwin IV of Flanders, whose daughter Mathilde married William of Normandy. It was this Count Baldwin, whose wife Adele, daughter of Robert II of France, is seen riding so meekly behind her lord, who had to put down a rebellion of his own son, a rebellion aided and abetted by that very Adele. In those days the Counts of Flanders ruled from Calais to the Scheldt and were a vast power in Western Europe.

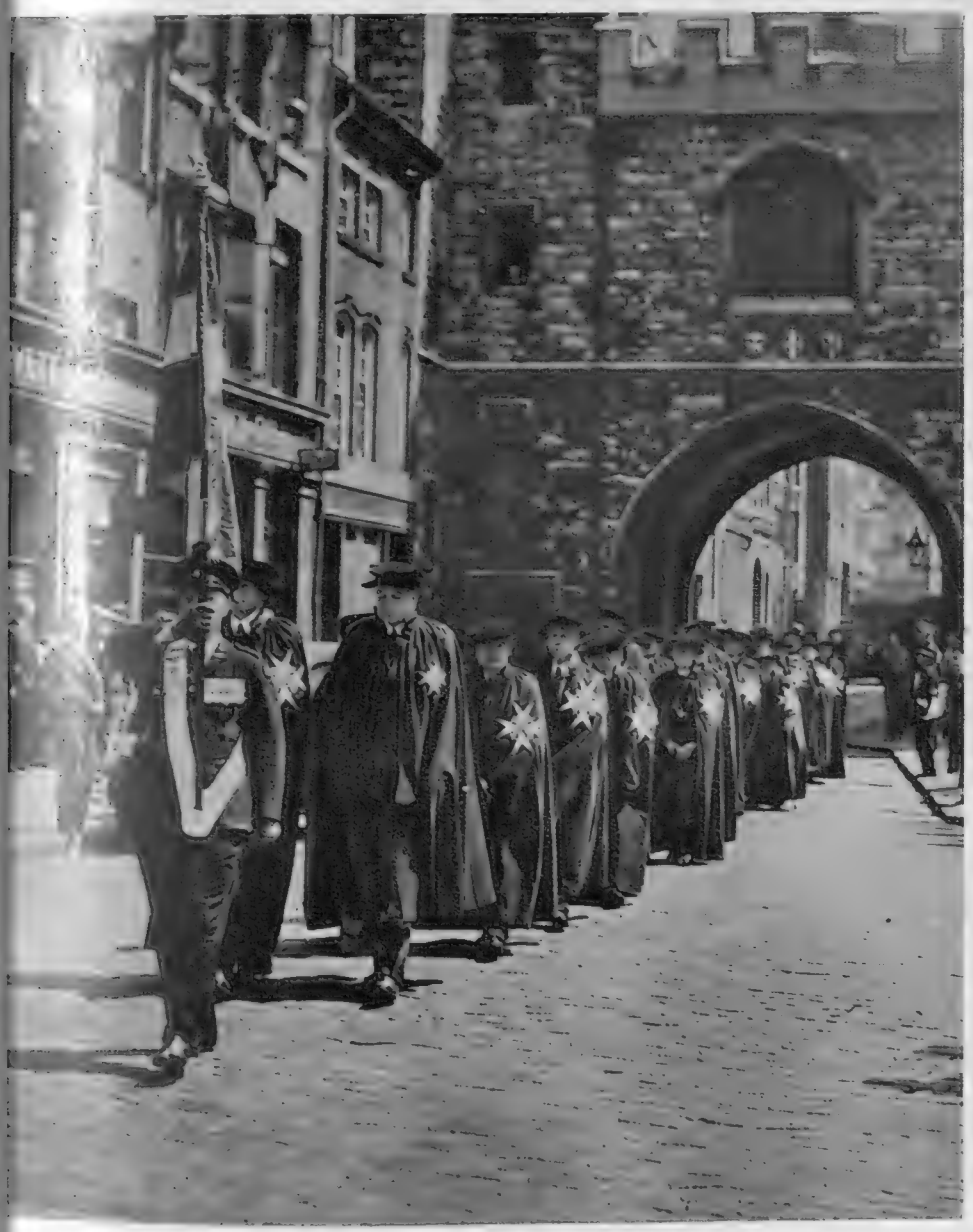
THE CROWDED STAGE OF NOTTINGHAM'S ICE STADIUM: A general view from the darkened auditorium during the colourful country-fair scene in the Nottingham Historical Pageant. It was Henry II who granted the first extant charter and granted a Saturday marke

THE PAGEANT OF LILLE—BRITISH RESIDENTS LEAD THE WAY THROUGH THE NORD CAPITAL IN AN HISTORICAL REPRESENTATION OF THE CITY'S HISTORY: *On left and right*—Queen Mathilde (represented by Miss Willoughby, a member of the British colony in Lille), followed by her parents, Count Baldwin IV of Flanders (Colonel Eaton) and the Countess Adele (Mrs. Batten, wife of the manager of Lloyds Foreign Bank), in the procession in which over thirty British residents took part, representing the eleventh-century period. Queen Mathilde became the wife of William the Conqueror. She was a descendant of Alfred the Great

Over 3,000 people took part in the recent Pageant of Lille, with members of the British colony leading the way. They depicted the period when Count Baldwin IV of Flanders surrounded with walls the little town which had arisen round the Castle of Buc. This was the start of the modern city of Lille, now a vast industrial capital. Big crowds turned out in the city to witness the pageant, which represented nearly every major event in Lille's dramatic history which, after being under Burgundian rule, passed successively to Austria and Spain. Louis XIV, who reclaimed Lille after the death of Philip IV of Spain and besieged it in 1667, forcing it to capitulate, was one of the leading figures in the pageant

WILLIAM THE LION READS THE CHARTER OF 1210: This was the opening episode in the Perth Historical Pageant opened recently by Lord Kinnaird at Muirton Park, Perth. The Coronation of Robert the Bruce in 1306, the Battle of the Clans in 1396, the Proclamation by Bonnie Prince Charlie in 1745, and the State Visit of Queen Victoria in 1842 were other highlights of a display in which a cast of 500 took part and which served as a reminder of the part Perth has played in the history of Scotland. Perth was for 320 years under Roman rule

BONNIE PRINCE CHARLIE READS THE PROCLAMATION OF 1745: Mr. Peter Hare taking part in the Perth Historical Pageant at Muirton Park. In both rebellions the magistrates of Perth took the side of the Crown, and were supported by the townsfolk generally, the Jacobites drawing their strength mainly from the county noblemen and from their loyal retainers



THE ANNUAL FESTIVAL OF THE ORDER OF ST. JOHN OF JERUSALEM: The procession leaving St. John's Gate, Clerkenwell, before the commemoration service of the Order, conducted by the Bishop of Dover in the ruins of the nearby church. The Lord Prior, Lord Wakehurst, and members of the Chapter General in their robes headed the procession. St. John's Gate, south gateway of the old priory, was erected in 1504 by Prior Docwra

MEMBERS OF THE ANCIENT ORDER OF DRUIDS WALK IN PROCESSION TO THEIR ANNUAL THANKSGIVING SERVICE: The Druids passing through the courtyard of St. Martin-in-the-Fields. Brothers of the Order from every area of Britain attended this service

HIGH OFFICE-HOLDERS OF THE DRUIDIC ORDER ON THEIR WAY TO ST. MARTIN-IN-THE-FIELDS: On the extreme left is Brother Hamllyn Simon, who is the Imperial Grand Arch Druid. On the extreme right is the Rev. L. C. Lovelace, the Chaplain

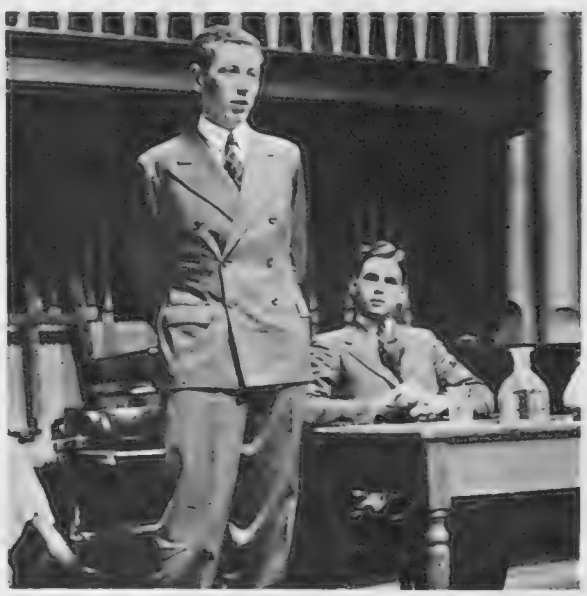
THE HOME NEWS IN PICTURES

A Pictorial Survey from London and the Provinces

THE HEAT-WAVE TEST MATCH AT LORD'S: Quite a number of people in the free stands at Lord's, where they sat beneath the glare of a burning June sun, found conditions too hot for them and retired to the shade behind the screens at the Nursery end. There, surrounded by ice-cream cartons, they took matters easily for a brief spell. In this drawn Test, made notable by the deeds of Donnelly, New Zealand put forward her claims for cricketing equality with Australia and England, and it may be when England visits them four-day Tests will be arranged. In the second Test both sides lacked bowlers of any outstanding class

THE FOREIGN SECRETARY ATTENDS THE SECOND TEST MATCH Mr. Ernest Bevin watching the play from the grand-stand at Lord's. This was on the first day, when Compton and Bailey helped to save England from a quite disastrous start

GRANDMOTHER MARLENE DIETRICH COMES TO TOWN: Leaving Claridge's for a morning's shopping after her arrival in London. To welcome her to Britain film executives gave Marlene a formal luncheon. While in England she is to star in Associated British Pictures' film, *Stage Fright*



FIRST STEPS IN ORATORY: Peter Taylor, of Lewes, Sussex, speaking and David Monnington in the chair in the finals of the Public Speaking contest for youth clubs at the Guildhall School of Music, John Carpenter Street, London

THE PRIME MINISTER STOOD SPONSOR FOR THE SON OF THE YOUNGEST M.P.: Mr. Attlee with Mr. and Mrs. Roy Jenkins and the Jenkins' thirteen-weeks-old son, Charles Arthur Simon, after his christening in the Crypt of the House of Commons. Mr. Jenkins, who was elected for Central Southwark in 1948, is the author of a biography of the Premier. He is the son of the late Arthur Jenkins, M.P.

A RUNABOUT FOR THE DISABLED: A prototype of the new invalid car, approved by the Government for the National Health Service, was on view recently at the A.C. Car Works at Thames Ditton. The body of the car consists of light steel framework covered with aluminium panelling, and there is a double-hinged-type door on the nearside designed for easy access by a disabled person. Provision is made at the rear for a folding invalid chair. This chair is loaded from the nearside. The appearance of the vehicle has been greatly influenced by the carrying of the folding chair

THE WHITEHALL MONSTER TAKES SHAPE: Soaring into the London sky between Whitehall and the river is the steel-and-concrete latticework of a project planned before 1914, interrupted by the two World Wars, and now scheduled for completion in 1951—Festival of Britain year. Here, on the site of Whitehall Palace—scene of the martyrdom in 1649 of Charles I.—is rising a great ten-storey block of offices, first part of a scheme to rehouse Government departments. The Air Ministry and the Board of Trade will move in when the new building is completed. In order to make way for the project, engineers had the intricate job of moving the wine cellar of Whitehall Palace, which otherwise would have jutted into part of the new offices

TRIBUTE TO A PHILANTHROPIST: The bronze figures which form part of the memorial to Viscount Southwood in the Garden of Remembrance, St. James's Church, Piccadilly, have now been placed in position and Londoners can see the completed work for the first time. The memorial is in the form of a fountain of Portland stone, with the four life-size bronze figures of children, among the last works of Alfred F. Hardiman, R.A., the sculptor, who died in April. These figures commemorate Lord Southwood's love and work for children, and also his association with the Hospital for Sick Children

A FERRY TERMINAL, AN UNUSUAL VISITOR TO A DRY-DOCK: The celebrated Woolwich Free Ferry over the Thames has been temporarily closed down for a long-overdue overhaul, and one of the large floating piers, complete with its offices, staircases, entrances, etc., has been towed in for repairs to London's largest graving-dock in King George V Dock

HECTIC DAYS ON THE TOWN MOOR—AN AERIAL VIEW OF NEWCASTLE'S RACE WEEK FAIR, A GIANT LAAGER WITH THE MERRY-GO-ROUNDS AND OTHER MAIN AMUSEMENTS DOWN THE CENTRE AND A PERIMETER OF COCONUT SHIES AND OTHER ATTRACTIONS: Behind the booths are grouped the caravans of the many hundreds of showmen taking part in what is the largest annual gathering of its kind staged in the North of England. The Northumberland Plate, next to the St. Leger the most popular race in the North, was, as ever, the big event of the week. This year the winner was the Maharaja of Baroda's Fol Ami

NARROGAR ANN WINS THE GREYHOUND DERBY AT THE WHITE CITY: A crowd of 58,500 saw Mr. W. J. Reid's fawn bitch speed past Dangerous Prince, which had made all the running to the last bend, to win the 525-yards classic race in 28·95 secs. Only one other bitch had previously won the Greyhound Derby. Leslie Reynolds, who trained Narrogar Ann, also trained the winner in 1948

SPEED

Two Wonderful Photographic Impressions of Racing Greyhounds

When Narrogar Ann won the Greyhound Derby at the end of June she covered 525 yards in 28·95 secs.; which was just a fraction over 37 m.p.h., and that, of course, included bends, where speed is inevitably checked, for even in the best of races some sort of interference is likely to be encountered. This performance compares interestingly with the 33½ m.p.h. achieved by Nimbus, the Derby winner, who covered the 1½ miles of the up-and-down Epsom track in 2 mins. 42 secs.

Greyhound racing, now in its thirty-second year as a track sport, having originated at Tulsa, Oklahoma, in 1917, is at present passing through a difficult period, largely owing to the high rate of taxation, but the Derby attendance of 58,500 at the White City was at least proof of the persisting popularity of the sport, which now contributes handsomely to the national income. From now on track managements, subject to the approval of local authorities, are to have greater freedom in their choice of dates, and this should make for increased attendances.

HEADING FOR HOME—GREYHOUNDS SHOW THEIR PACES IN A 500-YARDS TRIAL ON THE WIMBLEDON TRACK: On the rails (at right) are Mona's Ruby and (behind and obscured) Kashmir Shawl. Rowley's Charm has the centre berth, and running round the outside is Pallas Rose. Some greyhounds never lose the habit of running round the outside of the field; others go for the rails and seize the chance of an opening with lightning speed. Followers of greyhound racing have very often noted the consistency of a particular dog in this respect

HERE and THERE in THREE CONTINENTS

THE WEIRDEST EXHIBIT EVER RECEIVED BY SYDNEY'S TARONGA PARK ZOO—A BODYLESS FISH-HEAD CAUGHT IN THE CITY'S HARBOUR: Mr. Fred Johnson, a deck-hand on a tug, holds the fish—a leather-jacket—most of the body of which must have been bitten off by a larger fish years ago. He caught it in a fish-trap. Fins have grown round the back of the head where the body was chopped off. The Secretary of the Zoo, Mr. H. Brown, said that it had lived for years in its present state and, whatever chopped it off, missed its swim bladder by a hair's-breadth. By this freakish chance it was allowed to live. It was put in a special tank and was observed to swim backwards with its mouth towards the bottom

NO APARTMENTS FOR ROBINS: Mr. Arthur Axx, of Lakewood, Ohio, covers his fruit-trees with tobacco cloth. Year after year the birds have taken the fruit, so this year Mr. Axx decided to bandage his trees from their peckings. All that the birds, mostly robins, could do was to stare wistfully from the telephone wires while the Axx family ate their cherry-pie

THEY ARE MOVING NEW YORK'S SMALLEST STREET TO MAKE WAY FOR THE NEW MANHATTAN-BROOKLYN TUNNEL: Edgar Street, New York City, only 57 ft. long, is now in process of being moved 30 ft. to the north in order to make way for approaches to the new Manhattan-Brooklyn tunnel now under construction. In its new location, it will be a few feet longer, but it will still be the shortest street in the city. When it is finally installed between Greenwich Street and Trinity Place, near the southern tip of Manhattan, Edgar Street will have two traffic lanes

FORTY-ONE PAINTERS TOOK FORTY-TWO MINUTES TO PAINT THIS PRESBYTERIAN CHURCH AT SPRINGFIELD, MISSOURI: The original estimate was for thirty minutes, as stated on the advertisement board, on the left of the picture. The spectators are watching these men as they swarm over the front of the church with their brushes and paint. Other men are at work on the rear of the building, which measures 50 ft. by 100 ft. The authorities of the New Woodlands Heights Presbyterian Church paid 205 dollars to the local American War Dads' Chapter, which in turn arranged donations of material, equipment and labour

A TRUE TALE FROM THE STATE OF TALL STORIES: During the heat-wave which hit both this country and America at the end of June, the vendors of cooling refreshments were in constant demand. Most customers were satisfied with at least one ice-cream at one time, but not so Doug, a big chimp of the Marsalis Park Zoo, Dallas, Texas, for he could manipulate four cones at one sitting without dripping a drop

ADMIRING SOME GIANT BLOOMS—A NEW VARIETY OF DELPHINIUM PRODUCED BY A CHESHUNT NURSERYMAN: They have been grown by Mr. W. S. Chaplin and are here seen towering above Miss Barbara Kellett, daughter of Colonel Kellett. The new specimen, which has been named "Florence Chaplin," after the grower's wife, is one of the tallest ever grown—it is 8 ft. 6 ins. high, with a pip, or bloom, 3½ ins. across. Owing to the early season for this plant, Mr. Chaplin's specimen stems will be past their best before the Delphinium Shows open. He has been an exhibitor for the past fifty years, and is also well known for the roses he produces; he has won over 100 cups and gold medals in shows all over the country

IN THE LAND OF THE LIRE

More Travel Experiences from Italy

By CHARLES GRAVES

Livorno.

IN the last week or so I have collected a few more useful hints for anybody who is thinking of visiting Italy this summer.

Thus (a) don't try and be smart and bring English pound notes. The paper pound, even the blue variety, only fetches 1,700 lire on what is politely known as the Parallel Market, while the green variety fetches fifty fewer. I learnt this through a senior official of an oil company on leave from Persia. He has been losing about 4s. in the pound each time he changes notes, for he did not bring travellers' cheques. Travellers' cheques are paid only in the banks, at the rate of not less than 2,250 to the pound, and usually more. It takes quite a time, however, for the bank clerk to fill in all the forms. It seems that some renegade English visitors have been acting as *agents provocateurs*, changing travellers' cheques on the Parallel Market and then denouncing the people who accepted them! The result is that the regulations are being very much tightened up and you have to sign a form which says that you have not cashed more than £100 into lire during the previous month. Also during the past week the dollar has been rapidly diminishing in value on the Parallel Market. One reason is that the Italians think they have struck oil in Italy. The other is that the lire is definitely hardening.

(b) Try to arrange demi-pension at your hotel on the understanding that you can order *à la carte*, and also that the various taxes are included in the bill. This nearly halves the cost of a holiday.

(c) Bring a torchlight and field-glasses. Without being a Peeping Tom you can have a lot of fun with a strong pair of binoculars; while a torchlight can be very useful at night when you are returning to your hotel up or down the long paths inside the grounds, or on your way back along the ill-lit streets from your favourite night club.

(d) Send letters Express, not by Air Mail or ordinary mail. It costs more but saves two or three days.

(e) Always wash your peaches, cherries, strawberries or plums in the finger-bowl before eating them.

(f) When you ask for coffee, specify good coffee and avoid the national acorn variety (which also holds good in France).

(g) Always carry your passport. It is asked for quite an irritating number of times.

Since I last wrote I have spent several days in Rome, which to-day is the most exhausting city in the world. The narrow streets, the still narrower pavements—if there are any pavements at all, are unchanged. But the roadways swarm with hooting motor-cars and a superfluity of those motor-scooters, all supercharged, which career up and down making as much noise as is mechanically possible. Sleep is even more difficult than it is in Venice. Unless you take sleeping tablets, whereby hangs a tale. A suicide in a certain old-fashioned hotel in Rome was not discovered for five days. When this was announced in the newspapers half-a-dozen people went along, booked bedrooms and took overdoses of veronal, or whatever it might be. This was not regarded by the management as very good publicity, so, for the past few weeks, all guests have to state what time they want to be called; if they don't answer the knock on the door by 10 a.m., it is forced open. It is said that if you are caught taking even an aspirin, the stomach-pump is liable to be applied.

In Naples there has been no rain for such a long time that water has been unavailable in most hotels for baths or lavatories from 6 p.m. to 5 a.m. Water is also very scarce indeed in Capri, and some hotels have been increasing their charges because of the cost of buying water from the water boats, which bring it in bulk from the mainland. Capri itself lives up to all its reputation for "witchery," to use the local guide-book phrase. People wear the most fantastic clothes, behave in a manner which, anywhere else, would at once demand the most careful investigations by a police-court psychiatrist, and talk until the fishing-boats come home. Strangely enough, though, it is by no means expensive. Our hotel was charging exactly one guinea a day all in, including taxes. And you can reach it in a day from London—B.E.A. to Rome; a 2¼-hour train journey from Rome to Naples; and the boat across, which takes under two hours. Ordinary trains, by the way, are known as Expressos, and express trains are known as Rapidos.

The Blue Grotto in Capri is certainly worth seeing because of the unearthly light of the water. What amused me most, however, was the collection of floating junk-shops outside the entrance. Visitors are pestered to buy postcards, local coral necklaces, straw hats and fake jewellery by the occupants of the row-boats waiting for the customers. If only they would sell a brooch labelled with the phrase, "Yes, I have seen the Blue Grotto," it would have a huge success among British and American visitors who are urged ten times a day by boatmen to go and see it. I suggested this, indeed, to Pietro Capuano, the Neapolitan jeweller, who is acting as host to Edda Ciano, Mussolini's daughter. It was rather a shock suddenly finding oneself introduced at a very small party to the daughter of the "Bull-frog of the Pontine Marshes," as Winston Churchill called Il Duce.

After all one had heard of this dangerous woman who completely overawed her husband and helped so much to influence Italy's entry into the war against us, it was even more of a shock to find that she is a small, dumpy woman, plainly dressed, and with nothing to distinguish her except a great deal of white round the iris of her eyes. True, she has a bit of a chin, but you would never notice her in a street. True, too, a lot of things have happened to her since 1945: she spent some time in a mental home in Switzerland, for example. Across the bay on the somewhat primitive island of Ischia lives Mussolini's widow and son.

Various strikes have been taking place in Italy, notably a shipping strike, and it was by the skin of our teeth that we managed to return to Naples. There I was told by the Consul-General that H.M. Government will have nothing to do with English visitors who have overspent their £50. The only exception is if there has been any heavy outlay on doctors or medicine caused by sickness. In these circumstances the bills are paid and the return fare to England provided, but the patient's passport is impounded and he cannot have it back until he has paid his debt. In the meantime he is provided with a certificate showing his nationality. The Consul-General also told me how differently we and the U.S. behave in connection with ship's stores. The U.S. ships bring all their food with them from home. British warships buy fresh food in bulk. On the other hand, British officers and sailors are only allowed the price of a few bottles of beer when they go ashore, whereas the Americans are encouraged to spend as much as they like or can, provided that, for obvious health reasons, they don't eat fresh fruit or salads.

Among the great features of Italy to-day are the lotteries, which take place every week in the nine leading cities. It is a version of the Numbers game, and the odds paid are anything from 10½ to 1 up to 1,000,000 to 1. What is amusing about it is the publication called *Smorfia*. This is a volume designed to help the superstitious to pick the lucky numbers. (There are five of them in each draw.) Thus if you see a gasometer you pick the number 58; if you see an admiral who has been arrested and imprisoned on political charges you pick the number 67. Other numbers are an electrocuted man, 88; a grilled artichoke, 17; a jazz band playing, 50.

As the numbers only go from 1 to 100 there are naturally a lot of doubles, thus 22 is the lucky number for you if you see a water-melon seller, a defrocked priest, a fleeing tenant, a street cleaner, and so on. Crazy though it may sound, and illogical though it undoubtedly is, *Smorfia* has enjoyed a huge sale for goodness knows how many years.

From Naples, of course, the next place of call is Pompeii, where they are still excavating hard and finding new treasures. There remains about one-fifth to be explored. Some of the latest discoveries are very fine indeed. A complete villa was dug out in 1948.

Livorno, or Leghorn, from where I am writing, is just another very good example (like Trieste) of the ultimate futility of war. A square mile in the heart of the city, known as the Black Zone, was completely obliterated during the war. Now it is all being built up with American money. The same applies to the harbour and, indeed, every other city and harbour in Italy which was damaged.

Here one sees fewer of the Communist inspired chalk inscriptions on all blank walls denouncing the Atlantic Pact which one sees throughout the rest of Italy. Nor are there so many beggars, thank goodness.

BUILT IN TWENTY-TWO DAYS AND CALLED THE CHEAPEST HOUSE IN THE WORLD: This villa, with one bedroom, a living-room, a dining-room and a kitchen, is built according to the designs of Dr. Marcelo Ferreti, who declares that it can be erected for about £500. Ferreti is building such houses under credit projects sponsored by the Italian Government, and he is hoping to get contracts for workers' villages now projected in the area on the outskirts of Rome

THE DINING-ROOM OF THE FERRETI HOUSE: The house is on exhibition at the Rome Fair, where it is attracting a great deal of admiring attention

THE BEDROOM OF THE FERRETI HOUSE: French windows and a further window in the corner give plenty of light and air and are well suited to the needs of the Italian climate. The walls of the house are constructed of layers of glass wool and ordinary bricks. The pillars are of prefabricated cement. The firm of Cementi Armata Roma, which is organising construction in Central Italy, has received requests for information from France and Israel, but Dr. Ferreti prefers that his design should first and foremost be made available to Italians

RATES OF SUBSCRIPTIONS TO "THE SPHERE"

Published at 2/- Weekly

	12 months £ s. d.	6 months £ s. d.
Inland	5 13 0	2 16 6
Overseas	4 17 6	2 8 9

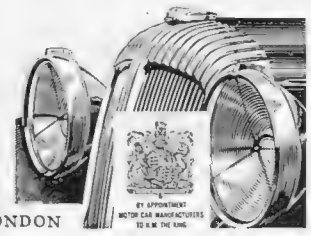
The above terms are inclusive of postage

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

D 45

NO CAR RISES TO THE
GREAT OCCASION AS
FITTINGLY AS THE DAIMLER



THE DAIMLER COMPANY LTD., COVENTRY & LONDON

The One and Only

BÉNÉDICTINE

The Liqueur to linger over

Sunny days ahead –

For seafarers and landlubbers alike, a smart, comfortable sports shirt of pure Irish Linen. The two-way collar can be worn open or with tie; the shoulder-line is pleated for ease of movement; and the choice of colours—beige, grey, light blue, yellow—most appropriate for the season 46/2

Postage 7d.

Add a dash of colour to your holiday wear with one or two of these generous-sized bandana handkerchiefs. Pure silk and 27 ins. square, they are hand-block printed in three different designs, each available in rich shades of blue, red or gold. Each 31/8

Postage 3d.

No need to be the athletic type to appreciate the advantages of the self-supporting garter sock. Made of all wool, and pre-shrunk, these socks are knitted in close rib with an extra wide rib over the calf for elasticity. Solid colours of yellow, wine, reseda and saxe. Sizes 10-11½ 8/3

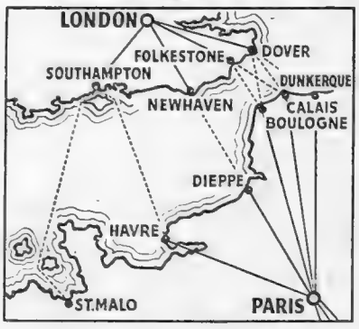
Size 12, 8/7. Size 13, 8/11 *Postage 4d.*

Man's Shop
Ground Floor

HARRODS 100
1849 1949

HARRODS LTD KNIGHTSBRIDGE SW1

Going to FRANCE ?



EIGHT WAYS to HAPPY DAYS

Surface transport to France gives you freedom of travel, freedom of choice. You are not tied to any one service or route . . . . no baggage worries — and you can take the car if you wish.

Among the eight day and night routes will be one to suit your taste and your pocket, from the de luxe services of the "Golden Arrow" and Night Ferry to other equally comfortable, if less lavish routes.

All are served by pullman or restaurant car expresses and modern steamers. Service and meals en route are excellent.

Another new steamer, the "Maid of Orleans" (3,700 tons), is now in service on the Folkestone-Boulogne route.

For tickets, reservations, etc., apply Continental Enquiry Office, VICTORIA STATION, S.W.1, or Travel Agents.

* Leave ON THE DOT . . arrive ON THE SPOT if you travel by

SHORT SEA ROUTES — BRITISH RAILWAYS — DAY & NIGHT SERVICES

BANKING SERVICES

For travellers by Air

Barclays Bank have pleasure in announcing that a Branch of the Bank has been established at

NORTHOLT AIRPORT

open every day, including Saturdays and Sundays, from 9 a.m to 6 p.m., and offering a complete modern banking service to travellers using the Airport.

A Branch of the Bank is also open daily at LONDON AIRPORT (Heathrow) and an office has been established at the MARINE AIRPORT, SOUTHAMPTON (for the benefit of those travelling by flying boat to Southampton Water).
PRESTWICK AIRPORT is served by the Branch of the BRITISH LINEN BANK at 114, Main Street, Prestwick.

BARCLAYS BANK LIMITED

Head Office: 54, Lombard Street, London, E.C.3

BRITAIN'S BIGGEST SELECTION OF

CARAVANS

You get an unique guarantee from A. S. Jenkinson, Main Agent for all the best makes of caravans.
Send for illustrated brochure and helpful reprinted articles.

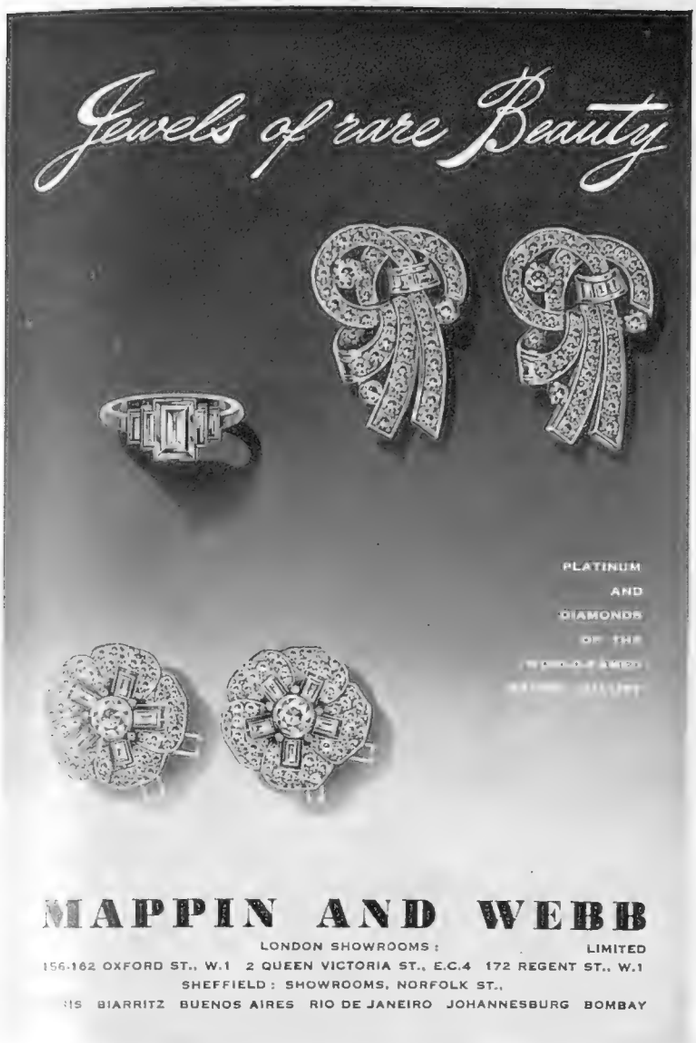
EASIEST TERMS — OPEN ALWAYS

A. S. JENKINSON

BATH ROAD, TAPLOW, BUCKS (Maidenhead 2610)

EASY TO REACH — right on main A.4, outskirts Maidenhead. Taplow Station, 4 minutes' walk. **Be sure to see name—A. S. JENKINSON—in full.**

IN LONDON ? Corner of Ebury Street and Semley Place, off Buckingham Palace Road, 4 minutes Victoria Station. Phone: Sloane 4069. Open 7 days a week.



MAPPIN AND WEBB

LONDON SHOWROOMS: LIMITED
156-162 OXFORD ST., W.1 2 QUEEN VICTORIA ST., E.C.4 172 REGENT ST., W.1
SHEFFIELD: SHOWROOMS, NORFOLK ST.,
IIS BIARRITZ BUENOS AIRES RIO DE JANEIRO JOHANNESBURG BOMBAY

A. G. SPALDING & BROS. LIMITED

Swan Shoes

Styled by Swan and fashioned by fine craftsmen. Swan shoes are not too plentiful at present, but you will find limited supplies at the better shops and stores.

For men's shoes by CROCKETT & JONES LTD., NORTHAMPTON, ask for 'HEALTH' brand
CVS-151

FOR GROWN-UPS AND CHILDREN

An exotic new drink . . . a new nectar with a refreshing tang and romantic bouquet — 'PASH' long with soda or iced water, and short with gin or rum. Adds new flavour to fruit salads, ice-cream, sponge-fillings, jellies etc.

PREPARED from SUN DRENCHED TROPICAL PASSION FRUIT

From good grocers, stores and wine merchants—if in difficulty write for nearest stockist to PASHON PRODUCTS LTD., Trading Estate, SLOUGH, Bucks.

n.d.h.

ATCO BOATIMPELLER

This new ATCO product provides inexpensive lightweight portable power for almost any type of light craft. Its simplicity of design assures extreme reliability and economy in operation for work or pleasure. The Boatimpeller can be transported in the boot of a small car, and requires only a few minutes to be brought into use. Please write for illustrated literature and learn the many advantages of this outstanding power unit.

CHARLES H. PUGH LIMITED
WHITWORTH WORKS, BIRMINGHAM, 9
Atco Motor Mowers, Atcoscythes, Atco Boatimpellers, Atco Service.

PRICE £35 COMPLETE

Clive Bond

The Notepaper of Quality and Distinction

CLIVE HUGHES & CO., Ltd., 17 Fleet Street, E.C.4

A NEW AND FUNDAMENTALLY IMPROVED

HEARING AID

ONLY 23 GNS. COMPLETE

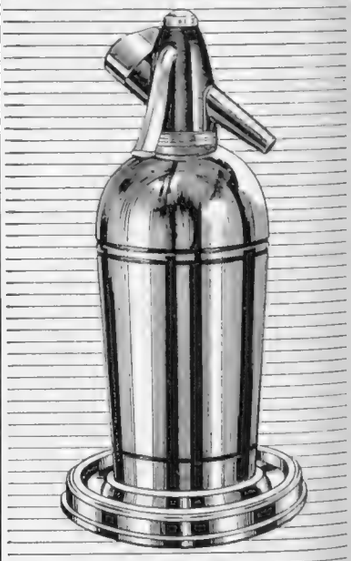
Exceptionally successful even in the most difficult cases, the Amplivox Model K, England's most advanced hearing aid, sets entirely new standards of naturalness and clarity in long distance hearing. Single, extremely handsome, unbreakable case, slips easily into pocket or can be worn comfortably beneath dress. Weighs only 6½ ounces complete. World's tiniest and most efficient earphone is almost invisible and supremely comfortable. Exclusive "Hylo" tone-control eliminates background noise.

Individually fitted and sold under money back guarantee. Call for free consultation or write for folder.

AMPLIVOX LIMITED
Amplivox House, 2, Bentinck St., London, W.1. (Welbeck 2591).

BEGIN LIFE ANEW WITH AN AMPLIVOX

THE NEW *Streamline* SPARKLET



Distinctive . . . handsome . . . in chromium or enamel with red, green or black relief. Price complete with Drip Tray 74/9d. Supplies very limited.

REPAIR SERVICE—Old Sparklets Syphons can now be renovated or repaired quickly at moderate cost . . .

Write for particulars of the New Streamline Syphons or Syphon Repair Service to:

SPARKLETS LTD. LONDON N18

KERFOOT

KERFOOTS *Antiseptic* THROAT PASTILLES

The experience of three generations

From your Chemist

THOMAS KERFOOT & CO. LTD.
Vale of Bardsley • Lancashire

P8.

DR. BARNARDO'S HOMES

NOT SUBSIDISED—NOT NATIONALISED—STILL DEPENDENT ON PUBLIC SUPPORT

Please help these Homes to maintain their great family of 7,000 children and to keep open their Door for those who may yet need care.

Gifts in support of the world's largest family will be warmly welcomed.

10/-
will buy one child's food for a week.

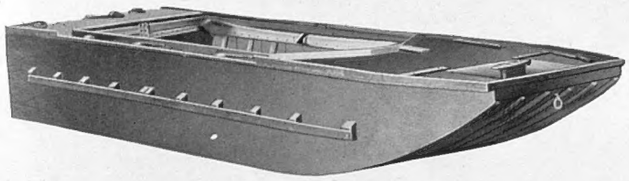
£5
will clothe one child for almost a year.

Please send your Gift to 20 Barnardo House, Stepney Causeway, London, E.1.

An Amazing Bargain!

Ex-Govt., 20 ft. long by 5 ft. 10 ins. wide

PONTOONS



Produced at considerable cost.
Yours for **£5 deposit.**

Balance payable over a period of 3 months to a total of £12.10.0, plus carriage charges of 1/- per mile (min. £3)

Special quotations for 3 or more.

These pontoons are easily adaptable into House Boats and are suitable for the fitting of outboard motors. Ideal for week-ends on the sea or river, sunbathing, fishing, use as a raft, etc.

Centre sections available, ideal for mooring purposes.

A limited supply—Order NOW!

PINN SUPPLIES LTD. (Dept. Sph.)
Central House, Bury Wharf, Ruislip, Middlesex. RUISLIP 4120

"... This thoroughly satisfying car..."

"BRIEFLY this thoroughly satisfying car of the highest quality does everything with a silky smoothness, a soothing quietness, and also in about the highest degree of riding comfort in front and back seats yet known, and with a precision and lightness of control which makes a driver feel on top of his form and which renders every mile a delight whether in town or out on the open road... Throughout, there is that suggestion of top mechanical quality, exclusive to a tiny fraction of cars, which eludes detailed description."

★ *A short extract from the Road Test Report on the Rover 75 published in* The Autocar *for February 4th, 1949.*

ROVER

One of Britain's Fine Cars

THE ROVER CO. LTD., SOLIHULL, BIRMINGHAM & DEVONSHIRE HOUSE, LONDON
CVS-117

For 160 years Sandeman's ports and sherries have been a source of pride to the hosts who serve them—a source of pleasure to the guests who drink them.

SANDEMAN

PORT & SHERRY

"You'll like it"

The Havana leaf in Burlingtons is of the finest quality

BURLINGTON

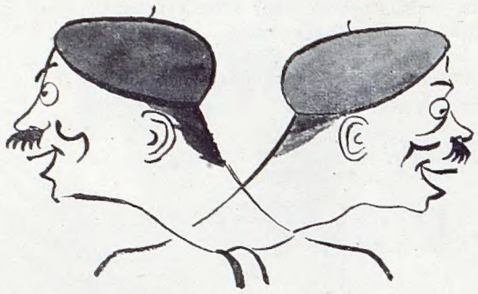
THE PERFECT ALTERNATIVE TO IMPORTED HAVANAS

Cigars

Coronas 2/7 Petit Coronas 2/1

Ma Foi!

That's Shell—that was!



132·6 m.p.h.

Jaguar

On May 30th, 1949, in Belgium, a 3½-litre Jaguar sports car travelled at 132.6 m.p.h. — a record speed for any normal-production car.

The Shell Petrol and Motor Oil used were standard products bought from a garage in the ordinary way.

C'EST NOILLY

—C'EST MAGNIFIQUE

— the vermouth with the true French accent is here again

NOILLY PRAT

REAL full strength FRENCH VERMOUTH

Imported by Wm. Chas. Anderson & Co.

8, Lime Street, E.C.3.

SHERRY FACTS.

"Mostly a matter of nose"

Wines made from the same Vineyards in Spain acquire different characteristics—the result of fermentation. The art of blending these wines which become Sherry is "mostly a matter of nose" but so that these particular characteristics can be repeated by the accuracy, skill and art of the expert, specimen samples of all Fernandez Sherries are kept for years in the Bodegas at Jerez. That is one reason why Fernandez Sherries are consistently of the finest quality.

Fernandez

SHERRY

Produce of Spain

Sole Importers:
TWISS & BROWNINGS & HALLOWES LTD., 1, Vintners' Place, E.C.4.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.

BATH — SPA HOTEL

Recently reopened, redecorated and refurnished. Suites to single rooms, many with private bathrooms. Lift. Ballroom, Cocktail Lounge, extensive grounds, ample garage accommodation. Write W. G. Crossman, Resident Managing Director. Telephone 4224-5.

TOLLARD ROYAL HOTEL, WEST CLIFF, BOURNEMOUTH

Facing the sea, the sun, the south. Within—the brightness of fresh flowers, the restfulness of soft furnishings. Suites and single rooms all expressively individual. Lift, Ballroom, Orchestra and Solarium. Residential terms on application. Tel.: 6671.

STRATTON HOUSE HOTEL, CIRENCESTER

If you are seeking holiday accommodation in the Cotswolds, you will appreciate the comfort and charm of this licensed Country Hotel with ample recreational facilities around, and Cirencester such an excellent centre. Tel.: 835.

WALDRONHYRST HOTEL, BRAMLEY HILL, CROYDON, SURREY

High-class Private Hotel, ideally situated in extensive grounds. Restful, yet only 17 minutes by train from London. Excellent cuisine. Terms moderate. Tel.: CROydon 2641/2.

A REST IN SUNSHINE AND LUXURY IN ONE OF BRITAIN'S LOVELIEST HOTELS—

THE GRAND at FOLKESTONE

offers the highest standards in courtesy, cuisine and service. Telephone: 4616

GRAND HOTEL, HARROGATE ALWAYS IN SEASON

At this social centre of Yorkshire's famous Spa, accommodation is provided that is always abreast of the times. Facing Valley Gardens, the "Grand" occupies an outstanding position. Daily Orchestra and Weekly Dances. Brochure from the Manager. Tel.: 4631.

LONDON, N.W.4. HENDON HALL

First-class Residential Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine; fully licensed. P.O. phones all rooms; suites with private bath. Hard Tennis, Putting, Billiards, Swimming Pool. Adjoins Hendon Golf Club. Personal supervision of Managing Director. HEN 1456.

GOING TO LONDON?

For quiet comfort and convenience of location, book your hotel accommodation at ST. ERMIN'S, CAXTON STREET, LONDON, S.W.1, a stone's throw from St. James's Park, Underground, and Victoria Street bus stop. Very comfortable apartments and breakfast from 18s. 6d. per night. Tel.: WHItehall 3176.

MOOR HALL HOTEL, NINFIELD, Near BATTLE

The sunny Sussex Coast is enticing, especially with this Country House, 10 mins. from Bexhill, as one's base. Comfortable beds, plentiful fare. Own riding stables. Hard tennis court. Dancing, Golf. Licensed. From 7 gns. Telephone: Ninfield 330.

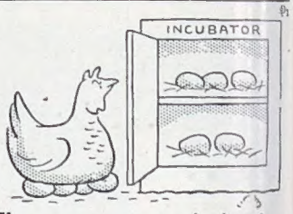
It is ALWAYS holiday-time at the

VICTORIA HOTEL, SIDMOUTH In Sunny SOUTH DEVON

Rooms overlooking the sea with private bath and self-controlled radio. Orchestra, Dancing, Cocktail Lounge. All out-door recreations; food you will enjoy. Come and be spoilt! Open all the year. Tel: 951.

THE SPA HOTEL, ROYAL TUNBRIDGE WELLS

Faces the south and the sun, 400 ft. up in 65 acres of park land. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel.: 20331 (3 lines).



There are many imitations

The continued popularity of Aertex cellular fabric over sixty years has led to many inferior imitations, often loosely described as "Aertex." But the *real* Aertex is unique. It has never been successfully copied. You can tell it by this label.

Genuine Aertex garments bear this label

THE CELLULAR CLOTHING CO. LTD. AERTEX LONDON

—and utility

but only one

AERTEX

The Finest Hair Treatment

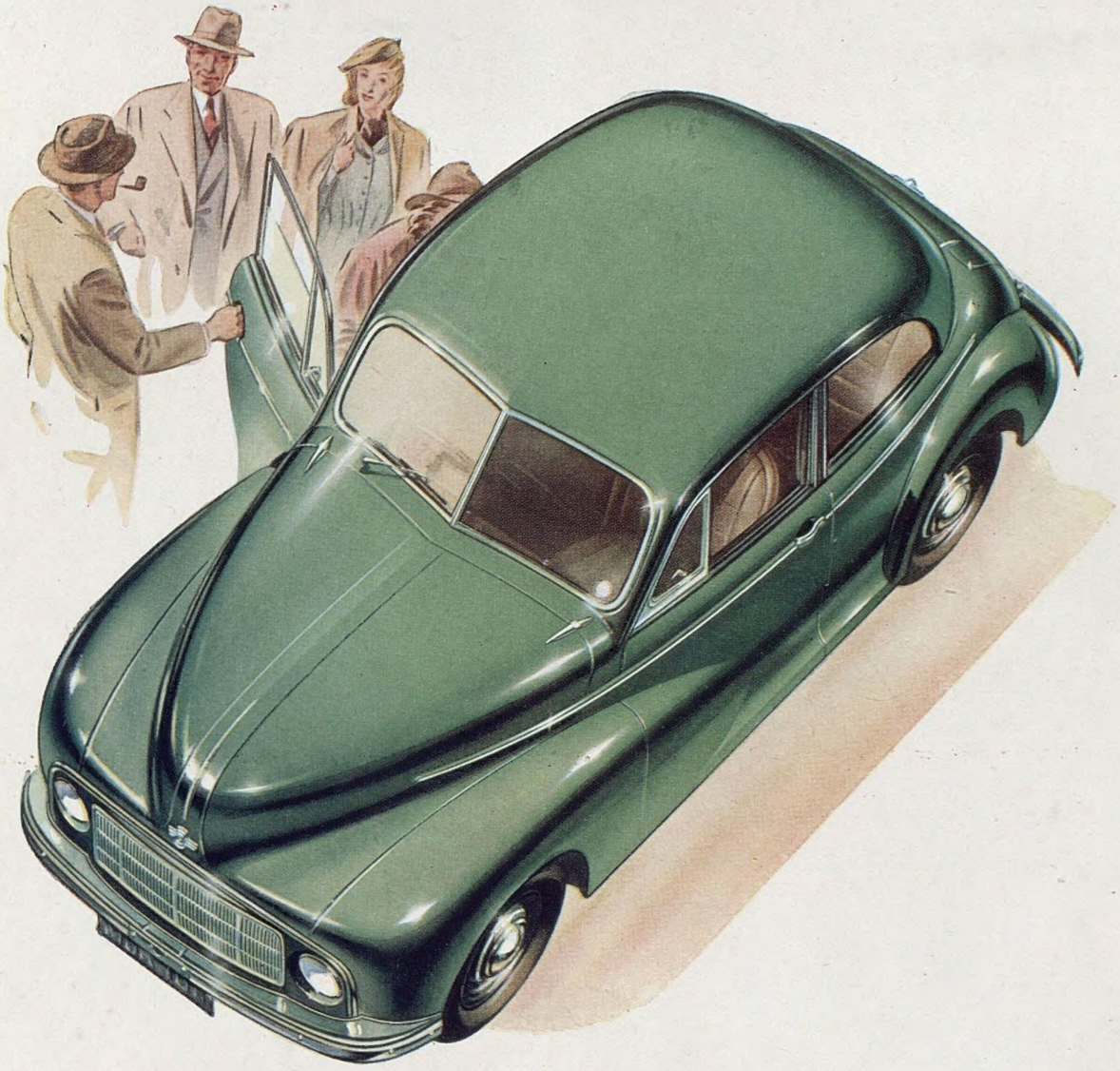
Pre-eminent as a hair dressing and as a tonic, making the hair soft and lustrous, perfumed with Otto of Roses—unquestionably Rowland's Macassar Oil. Used by discerning men and women for over 150 years—a very special formula is the secret of its unequalled superiority.

—Since 1793

ROWLAND'S MACASSAR OIL

the choice of discerning men and women

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.



MORRIS *MINOR*

★ The World's Supreme Small Car

Completely revolutionises small-power luxury motoring. Has most of the advanced technique of the larger Morris models. Independent springing. Seats within wheelbase. More leg-room and seat width. Upwards of 40 m.p.g.

Saloon—Price £299.0.0 (plus £83.16.1 Purchase Tax).
Priority must be given to export orders for the present.

A NUFFIELD PRODUCT

MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: NUFFIELD EXPORTS LIMITED, OXFORD, & 41 PICCADILLY, LONDON, W.1.

C.C. 32F

Cussons

IMPERIAL LEATHER
Cologne

CUSSONS SONS & CO. LTD, 84 BROOK STREET, GROSVENOR SQUARE, LONDON W.1

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, JULY 9, 1949. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.